

MILITARY Miniatures

★ ★ ★ ★ ★ IN REVIEW ★ ★ ★ ★ ★

Back to the Future!

Dragon turns its eye to the classics with its fabulous Tiger I

A Pair of Deuces:
A modeler's guide
the .50 caliber gun mount

Battle of the Panzer I's:
The Italeri and DML kits
go head-to-head

The Real Big T:
A close-up look at
the T-34 behemoth

MMiR: more
fun than
cleaning up
resin kits
with your teeth

MAN, I SEE AT
LEAST FOUR
MORE KITS...

Four on the Floor:
The Tristar Panzer IV D

Mr. Speer's Wild Ride:
Building the VK 36.01
Fahrgefall

The Royal Treatment:
The Tamiya Sd.Kfz. 222
gets the Oprah make over



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No. **39**

MiniaturesTM

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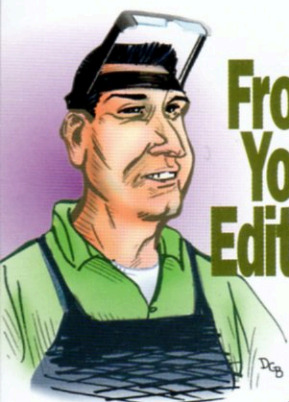
ON THE COVER:

Hey! Look at us, messing up the cover of issue 39! It's the new Dragon Tiger I, initial production. This will be the first of at least two reviews of these originally tooled kits. Look for the full story on page 26.

It seemed like a momentous occasion to us, so we jazzed it all up with a base and a full crew. For those of you who follow that sort of thing, the figures are composed as follows. 1. This is a metal Takahashi figure with a Hornet head (as are all the heads). 2. One of the newest Platoon releases, converted from an SS tanker with Hornet boots added. 3. The commander is also a Platoon release with Hornet boots. 4. A rare Hornet resin release, this guy was originally a StuG commander. 5. Bringing up the rear is another Takahashi release, with new Hornet hands.

All of the uniform insignia comes from the Archer range. The base is almost entirely composed of Woodland Scenic items, picked from one of their lavish shop displays.





From Your Editor

Don't tell anyone this, but I was on TV at the end of last year. I appeared on a television show entitled "Top Ten Infantry Fighting Vehicles." This was broadcast on the Military Channel through December 2005, but you'd be hard pressed to find it after that. Now, let me review my substantial qualifications for an appearance on this program. 1. I bathe everyday and especially the day I showed up for taping. 2. I shaved that day. 3. I brushed my hair and my teeth that week (but also that day). 4. I was wearing trousers (that day). 5. My shirt was clean. 6. I have all my teeth (that day). 7. I am reasonably conversant in English. The most important thing was that I was able to find the Washington Naval Yard on the day of taping, no mean feat in the D.C. area when you're from out of town.

The producers of the show were from the BBC, and being British, were very polite and professional. There were several of us in the room at the time, but only my companion, David Doyle, and I were there to talk about APCs. Now, my preparation for this interview was intense, consisting of basically the ride over. I am no expert, but I can bullshit with the best of them, right? Seriously, I have the basics down, but I'm no Steve Zaloga, so I was a teeny bit nervous. And when I'm nervous I start to talk fast, really fast. I had to practically sit on my hands to slow myself down. The director was a nice guy and he had a list of notes that contained questions and discussion points on the various vehicles. During the interview I was constantly asked to rank the vehicles, one to 10. I was really uncomfortable with this. I mean, how do rank the Bren carrier against the BMP. To me, there's just no comparison. Oh no, this is not acceptable, one MUST make the rank. So, although I was forced to wear make-up while doing so, I ranked them more or less like this. I loved the M3. I spoke very highly of it. Powered front axle, robust construction, yadda, yadda, yadda. I spoke lowly of the Hanomag 251. Complicated assembly, difficult to maintain, not the M3, etc. I loved the Warrior, I loved the Bradley, although I did speak of the Bradley's long teething period.

I told charming anecdotes about the LVT series. My favorite, actually: about how LVTs were used to clear the small, outer islands of the Philippine archipelago. In this instance, small, waterborne invasion forces were made up almost entirely of LVTs and in this role they functioned as sort of a sea cavalry, using combined arms to overcome resistance on the beaches, then clearing the island with infantry. Cool story, right? Unfortunately, by the time the show was edited and aired, it appeared that I was saying that was how ALL LVT units functioned, regardless of the context. Oh well...

I also made a mistake when referring to the ACAV version of the M113. I mistakenly called this the "Air Cav," version, then requested another take, finally getting it right as "armored cavalry." But, as luck would have it, the wrong one made it on the air. A rather inauspicious television debut, wouldn't you say? By the way, the M113 took the prize as the Top Ten APC of all time.

I think they're done with me. I recently saw the episode, "Top Ten Tanks." Hey, I could have blathered all day on that one. But, alas, I was not invited. I still hold out hope for "Top Ten Wheeled Vehicles," or even "Top Ten Cool Things with Tracks That are Neither Tanks nor APCs." I'm keeping the phone nearby.

Please read instructions and thoroughly familiarize yourself with your new magazine before connecting power cord

Boy, oh boy, is there a lot of stuff coming out, or what? What's a quarterly magazine to do? Whew! We are working hard here to get through a veritable mountain of plastic and resin. I can say that for at least the next few issues, we will be throwing in anything we can. We've got a big backlog of older stuff, but I will try to get in at least two new items in issues 40, 41 and 42. My pledge: if we can't be timely, at least we can be relevant.

In order to get more editorial in place, I have shifted some stuff around. I have again bumped the Idea Bank, but I do have it in place for issue 40. The BBBB section takes a breather this time, also to give us more room. This will also return for issue 40. Oh, and that's Buildings, Bridges, Bricks and Bits (architectural stuff), not Big, Beautiful, Bodacious Boobies. Although you never know... Go build something, dammit!

—Pat Stansell

Coming to an MMiR near you:



- *The Real Big T, part deux. Hey look! It's painted and built.*
- *Excuse me, while I kiss this Hotch. Reviewing a Bundeswehr APC from the 1960's.*
- *The StuG who Shagged Me.: The new Tamiya StuG III B.*
- *Euro 2005. Photos and words from the show.*
- *E-Gads! The new Panzer IV E über kit from Dragon.*
- *First into Sebastopol! Using new weathering techniques on a T34*

MILITARY Miniatures

Captain Color

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The Mail Sack



Pete nose

In reference to CPO Pennick, Pete Harlem writes in Allied-Axis # 14: "One has to wonder how a 'Navy Puke' got stuck in this part of North Africa with D Co. 13th Armored Rgt." I just picked up this issue and saw a familiar face inside on the first page!



Good old Jack Pennick of the movies... I thought I recognized him from the first time I saw those photos of "Blade Force" in Tunisia with some spectacularly sloppy looking GI's!

I always had a hunch about that one double-ugly

tough-guy in the leather-flying jacket, but I was never sure until Ampersand published the pictures in large format. There's the nametag... so a quick visit to the IMDB and voila! I got my man.

I also Googled and found out the guy was as tough as he looks! There is an old color film called "With the 1st Armored in North Africa," available through Vintage Video (amongst others) for a few years now and it contains action film, including a Messerschmitt 210 or 410 strafing directly at the camera! The History Channel has used clips from it many times. Well, guess who was doing all of this filming? Here is an excerpt of an interview with Lt. Comdr. John Ford, (yep, THE John Ford) made just post-war, about his travels into Tunisia:

"From there (Bone) we proceeded with the 13th [the 13th Armored Regiment] right on through as far as Medjez el Bab, where we contacted the enemy. We stayed with them a couple of weeks. It was very, very interesting. My Chief Petty Officer, Ronald J. Pennick, (aka Jack Pennick), who was quite a well-known picture actor, happened on an old Marine pal. He [Pennick] was with the Peking [Peking, China, U.S. Marine] Legation Guard in 1912. He's been with me for 20 years. He did a good job, proved he was a good soldier; did quite a stunt up there, was decorated by the Secretary of the Navy with the Silver Star, for gallantry. We saw quite a bit of action."

If you are interested in finding out more... I got this from: <http://www.history.navy.mil/faqs/faq81-8b.htm>

Well, now Pete knows.

—Eric R.

Thanks Eric. Believe or not, we had more than one person respond on this matter. A very interesting historical side note.

✉

One man's treasure...

Tamiya's decision to go into 1/48-scale armor is not as great an idea as you seem to think.

First: The quality isn't all that great. I saw their Sherman when it came out. Trumpeter's Shermans look better and they're going to have four kits! And just because it goes together quickly, doesn't make it good either. Bandai did a great job with their 1/48 armor. Most of the kits had full interiors and they didn't do all that well 25 years ago.

Second: I have been building armor in 1/35-scale for over 30 years and I am not going to add a second scale to my collection. I'm not buying a 1/48-scale armor kit from anybody. 1/48-scale may be a great scale to the Japanese, who may be tight for space, but it's too small for me.

Third: Why did Tamiya do a LeClerc? If they wanted to do a French tank, they should have done the Char B1—reason being: it has not been done before!

Finally: My friends and I have been discussing Tamiya's decision and we think that either they wish to relive the German venue in another scale or they have thrown up their arms and do not wish to compete against DML and Trumpeter in 1/35th.

—Leonard C. Sallotti

P.S. The one thing that I would like every modeling company in the world to learn is to stop doing kits of models that have already been done and do ORIGINAL stuff. Look at Accurate Armour. They do odd and highly original stuff in resin. It's expensive, but it sells! What does that tell you?

Some interesting points in there, no doubt. We will have to say though, that the Bandai was and is quite popular worldwide. As we mentioned before, being the world's biggest toy company has made Bandai very conscious of its markets. War toys and war-related models saw a major sales decline in the 1970's and, as we understand it, by the time interest had returned in the mid-eighties, Bandai had moved on to one of the biggest hobby-related phenomena of the twentieth century: Gundam. Not very well-known here in the states, this is an extensive line of robot models and it continues to be a major force in the Asian hobby market to this day.

We have heard similar stories about those who may not want to immerse themselves in a second round of models, aftermarket accessories, etc. This is OK, but we hope folks will keep an open mind. Tamiya has swiftly reacted to the initial criticisms of their 1/48th scale releases. For instance, many were critical of the molded on tools. The most recent incarnation of the Sherman included separate tools (all of them), and the Panzer IV even contains a miniaturized version of the Panzer IV tool sprue.

The LeClerc sort of hit us hard, too. But after taking a long look at the kit, we started to change our minds. The whole pre-parted road wheel thing is hard to pass up (all the road wheels are cast in metal, primed, and both sprue-less and seam-less). Another convincing point was seeing dozens and dozens of hard core combat photos of the LeClerc in Kosovo. And by the way, what better example of originality is there than the LeClerc?

✉

Happy-happy, joy-joy-joy

I recently subscribed to MMiR and purchased some of the Allied-Axis Photo Journals and I want to say that I am thoroughly enjoying both publications. I also want to say thank you for the courteous and

timely service while doing business with the people at Ampersand.

—Gary Sausmikot

Thanks Gary! We enjoy doing all this stuff for you, as well! Allied-Axis has been slow to catch on with the dealers, but not with the readership, for some reason. If anyone has a tough time finding it, we encourage you to contact us so that we may direct you to a solid source. Sometimes, that's Ampersand; other times it's not. Allied-Axis is also available by subscription now. Subscribers of MMiR can add a four-issue subscription to AA for \$60.95.

✉

Unfortunately, there are no openings in the Ampersand PR department...

Thanks for a great magazine and modeling manuals. Having been on and off and on modeler for the past 40 years as a serious figure and AFV builder for the last six years, I really look forward to every issue. *The Modeler's Guide to the Tiger* (which is excellent, by the way) came along just when I took up an interest in building a really detailed model of a subject I had little interest in.

Being a number one Sherman tank and American AFV fan, the Tiger book really whetted my appetite. I now have a small collection of Tigers to build. Then, here comes DML with their latest offerings, which are, to say the least, incredible.

Eyeballing all these great kits begs the question: Will there be an updated version of the Tiger book someday? So many new kits have come out since the book was released it would be nice to see it updated to include them.

I just wondered, because I see there will be a revised version of your Sherman title, which I have and is also excellent! And, I see there is a new title on the High Speed Prime Movers available. You guys never cease to amaze me! The title on the Dragon Wagon was thoroughly enjoyable and I can hardly wait to see what you folks come up with next. Keep up the good work and keep the presses rolling!

—Scott B. Coleman

Oh Scott, if you only knew... Yes, there is a new version of the Tiger book in the planning stages. Before we begin serious planning, we are waiting for the remainder of the kits to be released. In addition to the now already out of stock Afrika Korps version, we are still waiting for at least two more. Our best guess is that the new title will be just models, omitting the research material of the first book. Oh, and it will definitely be all color.

As for our other new title, have a good look at the Ampersand ad elsewhere in this magazine. We've got a lot of stuff planned for the next few years and beyond.

✉

If you would like in on any of the dialog in MMiR, drop us a brief letter written on a fifty dollar bill, or better yet, inscribe it on the back of a Stainless Steel MicroLux 7x14 High Precision Heavy Duty Lathe with optional Cam-Locking Tailstock, Steady Rest, Carriage Stop and 4-Jaw Independent Chuck and send it to: Mail Sack, Ampersand Publishing Co., Inc. 235 NE 6th Ave., DeBary Beach FL 32483 or mmirpat@aol.com. Letters are sometimes edited for brevity, obscenity, national security, or just to make you sound smarter.

We sincerely regret that we rarely, if ever, are able to personally enter into correspondence with our readers.

Short Takes

The Year in Preview



"Look at this studio, filled with fabulous prizes!" Well, it's not a game show, but it sure seems like someone is winning—and we think it's us! Dive in!

Aber

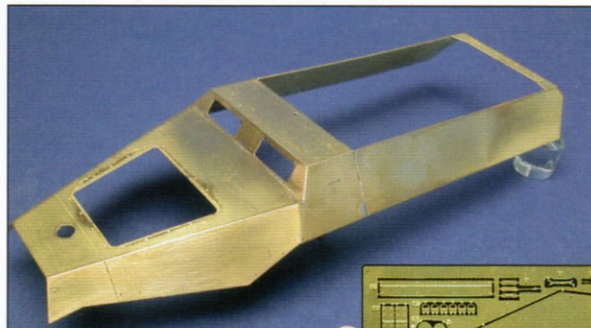
This is a somewhat longer than usual list from our good buddies at Aber. We've taken their future lists and incorporated them into the current one, so that everything is in numerical order. This is why you'll see a few TBA's sprinkled in and, perhaps, a few that have already hit the shelves.

In straight-up etched detailing sheets, we have (take a breath) 35106, Ford GPA Amphibian "Jeep" (Tamiya), TBA; 35143, KV1, Russian Heavy Tank, Vol. 1 basic set (Tamiya), \$22.99; 35145, KV1 or KV7, Russian Heavy Tank, Vol. 3 tool boxes (Tamiya), \$16.99; 35155, PzKpfw II, Ausf. L Luchs (SdKfz 123), Vol. 1 basic set (Tasca) (1), \$22.99; 35156, PzKpfw II, Ausf. L Luchs (SdKfz 123), Vol. 2 fenders (Tasca), \$15.99; 35159, Sd.

Kfz 250/3 "Greif," Armored Personnel Carrier, Vol. 1. Basic Set (Dragon), \$22.99; 35160, Armored Personnel Carrier (Sd.Kfz. 250 "Alte" early version) Vol. 2 fenders (Dragon), \$12.99; 35120, Pz.Kpfw. Ia, interior (Tristar) (2), \$47.99; 35128, T55A Vol. 1 basic set (Tamiya, Trumpeter), TBA; 35129, T55A Vol. 2 fenders (Tamiya, Trumpeter), TBA; 35130, T55A Vol. 3 side storage boxes for (Tamiya, Trumpeter), TBA; 35144, KV1, KV2 early fenders, (Tamiya), \$22.99; 35146, KV1, KV2 late fenders, (Tamiya), \$22.99; 35147, KV1, KV2 early late boxes (Tamiya), \$16.99; 35161, Upper armor for Sd.Kfz.250 "Alte" (Tamiya, Trumpeter), TBA; 35162, PaK 40 basic set (AFV Club), \$11.99; 35163, PaK 40 armored shield (AFV Club), \$12.99; 35157, PaK 43/41, Vol. 1 basic set (AFV Club) (3), TBA; 35158, PaK 43/41, Vol. 2 additional set (AFV

Club), TBA; 35166, KV2, Vol. 1 basic set (Tamiya), \$26.99; 35167, Sd.Kfz. 251/1 D, Vol. 1 basic set (Dragon), \$22.99; 35168, Sd.Kfz. 251/1 D, Vol. 2 fenders (Dragon), \$11.99; 35169, Sd.Kfz. 251/1 D, Vol. 3 stowage bins (Dragon), \$17.99; 35170, Sd.Kfz. 251/1 D, Vol. 4 rear doors & vision ports, TBA; 35172, Sd.Kfz. 251/1 D, Vol. 6 floor, TBA; 35173, Sd.Kfz.251/1 Ausf. D Vol. 7 back seats & boxes (Dragon), TBA; 35174, Sd.Kfz. 251/1 D, Vol. 8 upper armor late, TBA (4); 35175, Sd.Kfz. 181 Pz.Kpfw. VI (P), Vol. 1 basic set, TBA; 35176, Sd.Kfz. 181 Pz.Kpfw.VI (P) Vol. 2 fenders (Dragon), TBA; 35177, Sd.Kfz. 181 Pz.Kpfw.VI Tiger I Initial production (Dragon), TBA; 35178, Sd.Kfz. 162, Jagdpanzer IV A0, Vol. 1 basic set, TBA ;





what we know so far. 13401, German Fuel Truck and Schwimmwagen, is a three-piece set that includes a T-Staff tanker, a Schwimmwagen and



a bomb cart for \$19.00.

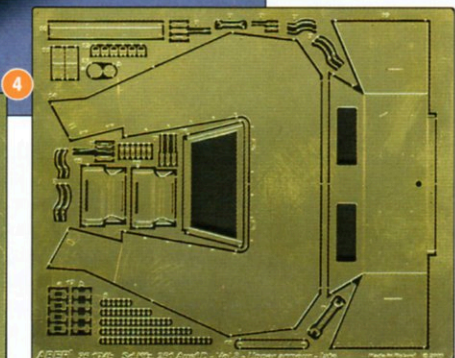
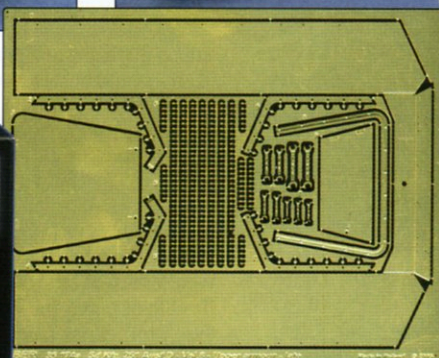
13402, U.S. 2 & Half Ton 6x6 Cargo Truck & Accessories, is also similarly oriented with a bomb cart and bombs for \$19.00.

13403, U.S. Ambulance & Tow Truck is yet another brand new set composed of a Dodge ambulance and a small bomb tractor and trailer for \$19.00.

13404, German Cargo Truck (7) is a teeny version of the Opel Blitz and in this case,

it comes with a choice of both the metal and the later "ersatz" wooden cab. All for a scant \$19.00.

For more information in North America, see the Academy website at www.modelrectifier.com



whole lot of possibilities.

In milled metal barrels, we have 35L36,

German 7.5cm KwK 42 L/70 barrel with muzzle brake for Panther Ausf. G (Tamiya), TBA; 35L38, German 105mm L/28 barrel for LeFH 18 (AFV), TBA; 35L42, German 2cm tank gun barrel L/56 for KwK38 (Tasca), TBA and 35L43, Russian 76.2mm barrel for KV1 model 1941 (Tamiya), TBA.

Here's some interesting looking decoration for your next Leopold rail gun: 35P01, Leopold 280mm grenades (shells), \$13.99; 35P02, Leopold 280mm grenades 4331, \$13.99 and 35P03, Leopold 280mm grenades 4341, \$13.99. (6)

That "D" stands for "diorama" and in this section there are the following new sets. 35D12, Telegraph pillar electric boxes set, TBA; 35D24, Power line wall mount with street light, \$14.99; 35D25, Wire entanglements, type A, \$11.99; 35D26, Gate type C, TBA; 35D27, Wicket type C, TBA; 35D28, Fence type C, TBA and 35D29, Maple leaves, TBA.

You just want grills? No problem! 35G12, Grills for Sd.Kfz. 182 King Tiger, Porsche Turret (Dragon), TBA; 35G13, Grills for Sd.Kfz. 182 King Tiger (Dragon), TBA and 35G14, Grills for Sd.Kfz. 171 Panther, Ausf. G (Tamiya), TBA.

These next items are sometimes composed of etched material and a bit of solid brass. 35R21, British Pyrene Fire Extinguishers (2), \$6.99, is two milled pieces, 35R22, Mini Hinges, \$6.99, is a small set of generic hinges, while 35R23, Cleaning rod and aerial stowage for Panther and Jagdpanther is a length of brass tube with caps and other parts. Price TBA.

PP17, Engrave Plates (for any scale), TBA, is a sheet of generic plating.

Of course, nowadays, one has to have something in 1/48th, right? Check out 48001, Sd.Kfz. 181 Pz.Kpfw.VI Ausf. E TIGER I early production (Tamiya), TBA; 48A01, Tiger I Grills (Tamiya), TBA and 48A02, German clamps and clasps (1 choice), also TBA.

Bringing up the rear is a single 1/72 scale item, 72L29, Soviet 37mm tank barrel for B3, BT2, TBA.

Academy

Academy has been quietly slipping in quite a few interesting releases in 1/72nd scale as of late. Here's



Accurate Armour

We've always been fascinated by these guys. They have made their name doing subjects that no one else does. And this is clearly the secret to their success. Why do what everyone else is doing, when you can have the market all to yourself? By the way, the prices are quoted here in British Pounds export first (the rest of the world), then EU.

And to that end, let's look at K152, Bedford RLB 3 Ton G.S. (8) This truck was one of the most well known mass produced British vehicles of the post war era with approximately 73,000 made over a 17-year period. It entered service in 1952 and served in almost every British military unit long after production ended in 1969. Think the Beatles in a "Hard Day's Night."

This version is the General Service (G.S.) Troop Carrier vehicle and it is a complete kit in resin and etched brass with comprehensive, full color decals. A full cab, chassis and suspension details are included, along with tools, jerry and POW can stowage, optional canvas "tilt" and rear infantry benches. An etched brass fret includes front grille, Bedford logo, mudguards, tie downs. etc. The price is stated as £68.08, \$79.99.

Next up is K156, Austin Tilly 4x2. (9) The Tilly, or more properly, Car 4x2 Light Utility, was one of the most well known British vehicles of WW2, with approximately 30,000 produced. Developed in late 1939, it served in almost every British unit of the war and was the UK equivalent of the Jeep. K156 is

Comments: Watch out for item 35120. This is actually a small, boxed set that contains resin pieces, as well as etched items. It will render a complete, detailed interior of the Panzer I and is very impressive. Also note the large range of 251 stuff. These sheets are really something and much of it will allow the modeler to virtually recreate the vehicle in scale thickness metal—think about learning how to solder!

In the accessory line, marked with an "A" within the stock number, we have the following. 35A65, Turret for Pz.Kpfw. I Ausf.A (Tristar and other); 35A84, Upper armor for Sd.Kfz.250 "Alte" for late version (Dragon); 35A94, magazines and ammo boxes for 20mm KwK 20 and 38, \$11.99; 35A97, Rear large fuel tanks for T34/76, \$11.99; 35A98, German tool holders early (new release), TBA; 35A99, German tool holders late, used from 1943 (new release), TBA; 35A100, Additional armor for US Tank Destroyer M10, \$11.99; 35A101, Screw heads, \$9.99; 35A102, Turret stowage bin for Pz.Kpfw. IV Tiger I (standard model), TBA; 35A103, Sd.Kfz. 250 & 251 stowage bin doors, \$7.99; 35A104, Panzer III turret stowage bin, \$9.99 and 35A105, Panzer IV turret stowage bin, \$9.99. (5)

Again, take note of that Panzer I turret. Pretty soon, we'll have the whole darn model, it seems! The German tool holders are new renditions of Aber's older items and the new sheets are much more crisp and refined. The range of turret bins brings up a

a complete kit in resin and etched brass with comprehensive full color decals. It includes a full engine, chassis and suspension details, along with tools, choice of tailgates, optional civilian front tires, hubs, lights and canvas radiator cover. An etched brass detail set includes front grille, tie downs and many smaller detail fittings. Price: \$42.51, \$49.95.

Here's a real neat one. **C085, Warrior Enhanced Armour IRAQ 2005**. During operations in Iraq in 2005 the already well-protected Warrior IFV



1/35th scale Challenger 2 (Desertised) kits. This set includes revised hull armor and new turret armor packages and mountings. Four etched brass frets and straight brass wire are provided to form the enhanced bar armor grids and mounting plates. Replacement exhaust outlets and mounting plates may also be included. This extensive set is available in three slightly different forms, depending on the donor kit to be converted. Number **C086** is for Tamiya Challenger 2



underwent a significant armor update for urban and convoy operations, similar to that which was developed for the U.S. Army's Striker vehicles. This set comprises four extensive etched brass frets and straight brass wire to form the turret and hull enhanced bar armor grids. Also included are some non-standard improvised items, such as solid driver's plate armor, driver and turret crew protective wire cutters and turret sight protection mesh.

The kit contains resin castings for the mounting plates and bolts and ties are also included. Some modification of the donor kit will be required and instructions for this are included. This extensive set transforms the Warrior into the present "in service" form as of July 2005 for \$46.80, \$54.99.

The Challenger gets a similar treatment with **C086, Challenger 2 Enhanced Armor (IRAQ 2005) (10)**. This a comprehensive resin and etched brass conversion set



(Desertised), **C086T** is for the Trumpeter Challenger 2 (Op'Telic), while **C086A** is for Accurate Armor's own Challenger 2 K053AG (Operation Telic). Regardless of the donor kit, the price is \$51.05, \$59.98.

A082, T64B Update Set (11), is a boxed set that includes a new turret with detailed main gun and all the attendant detail fittings. Hull parts provided include

the glacis armor, unditching beam, fuel drums, etched deck screens and even etched end detail for the wheel swing arm hubs. We suspect that some modification of the donor kit parts will be required, but instructions for this are also included. The SKIF model is fairly basic, but the use of this set would transform it into an attractive model of one of the best-looking Soviet MBT's of the modern era. Price on this item is \$29.74, \$34.94.

Continuing a long running series on the Warrior kit is **A087, Warrior 3 Episcopo Hatch (12)**. This is a resin accessory set for the Academy Warrior kits.

This 15-part set replaces the early Warrior MCV driver's hatch with a newly designed "3-Episcopo" hatch for increased visibility. Optional front shields are includ-

ed, as are new hull hinges and spring unit. The hatch interior is also fully detailed. FYI, this hatch began to be fitted to a few Warrior section vehicles in IFOR service before 1998 and many vehicles in IRAQ now have this hatch as standard. It is also fitted to most Warrior variants, such as the ICV, BCV, OPV and the repair and recovery MRV/MRRV. Listed retail is \$6.38, \$7.50.

Bringing up the rear this time around is **A090, MILAN2 & Ammunition (13)**. This is a complete resin kit of the MILAN2 Anti-Tank Guided Weapon (ATGW) launcher including tripod mounting and ammunition.

A comprehensive set of color decals is also included for service and training rounds. Oh, and by the way, this set is also available with a two-man British Army crew of observer and operator as product FS10. A090 by itself, retails for \$12.72, \$14.95.

Don't forget that AA now has two 1/35th scale versions of the **Westland LYNX AH7 Anti-Tank Helicopter** in production, as well as the **Land Rover Wolf WMIK Winter/Water with 2x gpmg weapon fit (LR006)**, and the **U.S. Army Diamond-T 968A 6x6 4-ton cargo truck** in both hard (K129H) and soft (K129S) cab versions.

To get up-to-the-minute updates on all the happy fun time at Accurate Armor, see their excellent web-site at www.accurate-armor.com

AFV Club

Lots and lots of activity in the Club camp these days. Bear in mind as you read this that AFV Club frequently dances around with their stock numbers, so the highest is not necessarily the newest. **35058, M36 Jackson, \$42.00 (14)**, the latest incarnation of the U.S. tank destroyer, while the "Halftrack War"



continues with **35077, Sdkfz. 251/7 Ausf C, Sturmbrücke, \$45.00 (15)**. This includes the nifty assault bridge sections. **35091, Sdkfz. 251/1 Ausf. C Stuka Zu Fuss, \$42.00 (16)** is the rocket-armed version of the C-model.



In the limited edition series, denoted by an "S" in the stock number, we have **35S27, Tiger I Late Production Tank (Ace Special Edition), \$45.00. (17)** This is essentially the earlier kit; with many, many enhanced details, such as tool



clamps and other etched items, along with a resin figure and a section of spare track, also in resin. **35S28, Sdkfz 251/4 Ausf C with Lefh 18 / 40, \$59.98, (18)**





throws in the 10.5cm howitzer, several newly tooled bits, link-to-link tracks, ammo and a bunch of other cool stuff. This last item is said to be limited to 5,000 pieces worldwide.

Always known for their cool accessories, they have added the following to their long list. AF35086, 8.8cm L/71 ammunition, brass shells for the PaK43, PaK 43/41 antitank gun and Nashorn, Jagdpanther, Elefant and Tiger II, \$13.98 (19); AF35087, 8.8cm L/56 ammunition, brass shells for the Flak 18 and Tiger I, including APCBC, HEFRAG and Heat, \$13.88 and AF35096, German Sd.Kfz. 251 & 11 Track, \$9.50. Bringing up the rear is E35013, M36 Etching Parts, \$15.98, photo-etched fun for the new M36.

For up-to-the-minute updates on all AFV Club (and Hobbyfan) kits, see the website of their U.S. importer Merit International at www.merit-intl.com

Archer

Rub your hands together with glee, friends, the placards are here! Yes, that's right, our good buddies at Archer have let loose with a whole slew of rub-down interior stencils, dials and placards. Here's what they look like. AR35209B, US Vehicle instruments and interior stencils (black faces and stencils), \$8.95 (20); AR35209W US Vehicle instruments and interior stencils (white faces and stencils), \$8.95; AR35210S, Allied interiors placards (Black on Aluminum), \$9.95 (21); AR35210W, Allied interiors placards (Black on White), \$9.95; AR35210X, Allied interiors placards (Black on Brass), \$9.95, AR35211, US Interior placards, \$7.95; AR35214, German Instrument Faces, \$8.50 and AR35215, German Information Placards, \$6.50.

The regular line of armor transfers marches on with AR35213, Churchill MK III, Tunisia, \$8.95. Makes one Churchill MK III of the North Irish

Horse, 25th Army Tank Brigade in Tunisia and AR35212, Zimmerit edge Balkencruz, \$9.95.

AND... more 1/48 scale transfers, too. AR48028, Soviet T34/76 turret markings, white, builds seven vehicles, \$5.95; AR48036, Soviet T34/76 turret markings, red and white, builds seven vehicles, including one OT34, \$8.95; AR48206, Soviet Unit/Tactical Symbols (1), more than 50 insignias for 25 different countries, white, \$5.95; AR48207, Soviet Unit/Tactical Symbols (2), 40 insignias for 20 different countries, multiple colors, \$11.95, AR48206, Soviet Unit/Tactical Symbols (3), 36 insignias for 18 different countries, white, \$5.95 and AR49001, German National Flag and Air Recognition Panels (2), \$7.95.

Miniature stuff miniaturized for 1/72-76 scale looks like: AR74002W, US Stars for AFV's other than Shermans (White), \$5.95; AR74002Y, US Stars for AFV's other than Shermans (Yellow) \$5.95; AR74001B, German turret numbers in stencil and non-stencil style (Black), \$5.95, AR74001W, German turret numbers in stencil and non-stencil style (White) \$5.95 and AR74003, German National Flag and Air Recognition Panels (2), \$5.95.

Check the Archer website frequently for new items at www.archertransfers.com

Bison Decals

We have started to receive information on the fabulous line of Bison decals from Sweden. These are all very comprehensive sheets with a range of well-executed markings, as well as very thorough instruction sheets. They have a penchant for the unusual (Croatian Tanks 1991-95?), but also produce a wide array of better-known subjects. Regardless, the design and quality are always top-notch. Here are the latest releases. BBD35020, TIGER I in AFRICA. Initial/Early production PzKpfw VI Tiger, \$9.00; BBD35021, TIGER I OSTFRONT. Early Production PzKpfw VI Tiger, \$9.00 (22); BBD35022, TIGER I sPzAbt 502. Initial/Early/Mid Production PzKpfw VI Tiger, \$9.00 (23); BBD35023, TIGER I LAH/Meyer/Kummersdorf/Schwabbach, \$9.00; BBD35024, TIGER I of sPzAbt 503 in KURSK. Early Production PzKpfw VI Tiger, \$9.00; BBD35025, TIGER I of sPzAbt 507/510/Grossdeutschland. Late Production Tiger, \$9.00; BBD35026, TIGER I of sPzAbt 504/506/301(FKL), Late Production Tiger, \$9.00; BBD-35027 PzKpfw IV Ausf D and TauchPz IV, \$9.00; BBD-35028 PzKpfw IV in Africa, price, \$9.00 and BBD-35029 PzKpfw IV in France 1944, \$9.00.

Bison Decals are available directly at www.angelfire.com/pro/bison/ We have ordered from them and found the service to be terrific. However, Bison is represented by Air Connection (www.airconnection.on.ca) in North America, so checking with them may get you "closer to home."

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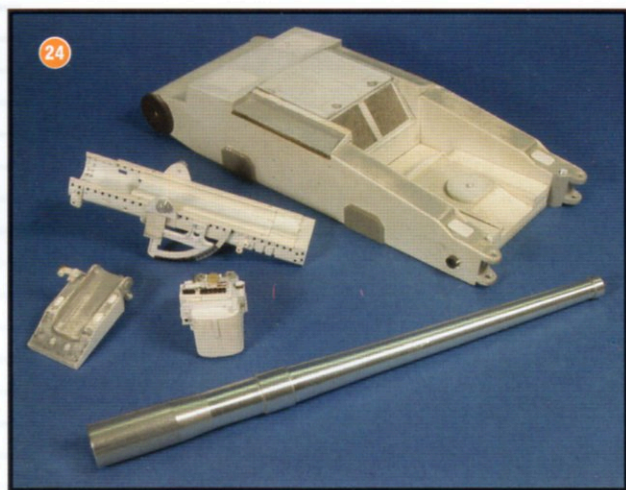
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Brach Models

Brach, which up until now has been mostly known for German conversions, is branching (Braching?) out into what might be more familiar territory (all price are in Euro). In 1/72 scale they are preparing **BM7201, Semovente M42 75/18, 32.00 (25)** and **BM7202, 1/72 Semovente M42 75/34, 32.00 (26)**. These are fully detailed resin kits and each includes an aluminum barrel.

In 1/35th scale, we have **BM35, Semovente 149/40 Regio Esercito, 128.00 (24)**. This is a massive treatment of the Italian SPG that will include over 380 parts in resin, along with an aluminum barrel, a large photo-etch sheet and decals. We've had a peek at the master and it looks pretty exciting.

For more information on the Brach line, see www.italiankits.it

Calibre 35

Calibre 35, mostly known for conversions and accessories in 1/35th scale are branching out (or it is down?) with 1/48 **001, US Tank Crew (WWII) (27)**. Retail is set at 16.00 Euro. For more information see their website at www.calibre35.cz

Concord Books

Catch these guys, if you can. Here's what we know. **CON7514, Thunder Run: The U.S. 3rd Infantry Division's Drive to Baghdad (28)** is part of the Armor at War Mini Series and is authored by Robert W. Burik and Eric R. Olson. ISBN: 9623611129. This publication contains 48 pages, 195 color photos, four color plates and two 1/35 scale plans. This book focuses on the combat history of the 3rd ID from the crossing of the Kuwait/Iraq border through to the fall of Baghdad for \$11.95. We think that this book would make an excellent companion to the hardcover text title of the same name.

Next up is **6512, Soldat: (Vol.1) The German Soldier on the Eastern Front 1941-43, (29)** part of the Warrior Series by Gordon Rottman and Stephen Andrew. ISBN: 962-361-092-0. This volume gives an interesting

and informative portrayal of the German soldier during the invasion of Russia with a retail of \$13.50.

Don't forget Steve! **7052, U.S. Armored Funnies - U.S. Specialized Armored Vehicles in ETO in World War II (30)**, Series: Armor At War by Steven J. Zaloga. ISBN: 962-361-085-8. This book covers a category of vehicles that have not been well represented in print before, such as the M31 and M32 tank recovery vehicles; M33 and M35 prime movers; Sherman dozers; DDs, wading Shermans. The book also covers bridge layers, tread-way layers, mine clearing tanks, flamethrower and rocket launcher tanks, as well as top secret "Leaflet" and "Sonic" tanks. This one retails for just \$16.50.

Last up is **7814, Journal of Armored & Heliborne Warfare, Series: Assault Journal Vol. 14 (31)**. ISBN: 962-361-119-6. Written by various authors, this book has 48 pages, 151 color photos and a 1/35 scale plan of the M1126 Stryker. The following articles are featured. Swabian Lance 2004, Exercise Gulf 2005 and Schwarzer Panther - "Black Panther."

For more information see either www.dragon-modelsusa.com, or www.concord-publications.com

Cromwell

Cromwell has a very popular line called Combat Ready. This series of pre-cast resin models is designed to reduce the number of parts required for assembly without compromising scale accuracy or detail. Up to this point, all of these items have been in 1/76th scale. A second portion of the line has been introduced and is all in 1/72nd scale. Here is the list so far. **72001, Merkava II Dor Dalet, \$14.50; 72002, Magach 6 Batash, \$14.50; 72003, Merkava IV, \$14.50; 72004, Merkava III Dor Dalet, \$14.50 (32)** and **72005, Sdkfz 139 7.62cm Pak 36(r) MARDER 111, \$11.50**. Future releases will include two versions of the **A9 Cruiser Tank**.

There is one new item in the magnificent 1/35th range. This is

CK101, 12.8cm PAK 44 Gun (33). It's an impressive kit of the late war anti-tank gun that can be built in either the travel or firing positions. It's an all-resin affair with a turned aluminum barrel for \$65.00.

Cromwell kits can be tough to track down in the U.S., but can typically be found through The Red Lancers or Mission Models. Photos and other information can be found at www.xs4all.nl/~cromwell

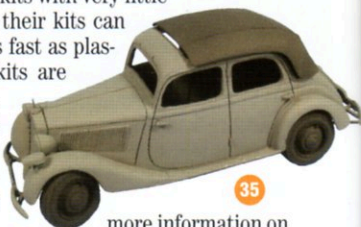
DES Kits

DES is to resin as Belgium is to chocolate. By that, we mean: GOOD—real good. They release little each year, but these releases are always something spectacular. These latest items are no exception. **35108, German Pioneer Panzerwagen S307 MCG (34)** is a fascinating subject. This is a German conversion of a French halftrack that was used in the Normandy battles, along with vehicles such as the Hothkiss 10.5cm SPG and others. It's quite a kit, with a couple of hundred delicately cast resin parts.

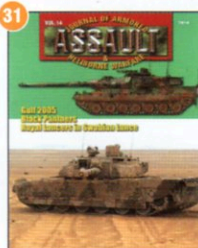
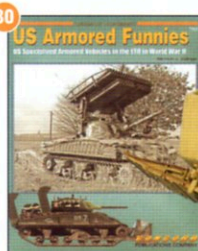
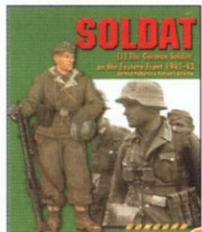
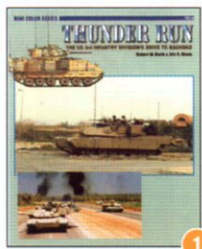


35106, Mercedes 170V Convertible 1936/1945 (35), is another in a series of 170V based vehicles (by our count, this makes four). DES is famous for resin kits with very little or no clean up, so their kits can sometimes build as fast as plastic and the auto kits are among the easiest.

DES Kits are found through specialist resin importers only. For



more information on the line, on-line see deskit.online.fr





Dogtag/Miniature Alliance

The Dogtag Fighting Men series is a line of 120mm figures offered by Miniature Alliance. They make some pretty cool stuff. It's always unique and always well-done. To that end, may we mention MA2014, World War II US Marine, Pacific War, \$31.95 (36) and MA2015, WWII Russian Tank Crewman, \$44.95 (37).

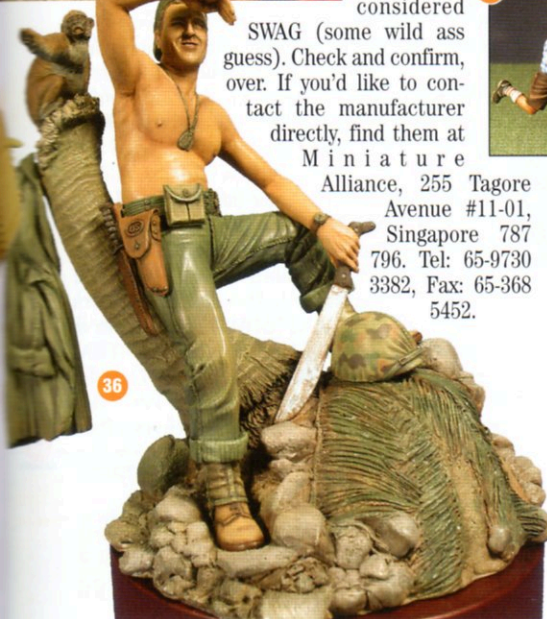
Both are full resin affairs. These kits are not as easy to track down as they used to be, but we managed to find them at the Michigan Toy Soldier Company (www.michtoy.com) and

The Red Lancers (www.redlancers.com). The listed prices

should be considered

SWAG (some wild ass guess). Check and confirm, over. If you'd like to contact the manufacturer directly, find them at

Miniature Alliance, 255 Tagore Avenue #11-01, Singapore 787 796. Tel: 65-9730 3382, Fax: 65-368 5452.



Doug's Original

Hey! Remember that guy, Douglas Lee? You know, Canadian master diorama builder, Euro Best of Show Winner, all 'round cool guy and member of the coveted "MMiR Cover Club." Well, he now has his own new brand of resin models. Every product has been designed and sculpted by Mr. Lee and he has really created a totally unique product line.

Everything is extremely high quality with extraordinarily clean casting that contains no air bubbles, or flash. All pieces in the line are said to be limited.

35A01, Scared Cow (38), is your basic bovine taking flight from the designated scary object of your choice. 35A02, Dead Cow is perhaps "scared to death?" maybe she's only sleeping... 35A03, Goat and Beagle (39) is billed as the first 1/35 scale goat ever produced and in this case it's paired with a spiffy little beagle. Next up is 35A04, Scared Goose (40). This is a meticulously sculpted miniature with tiny feather detail in evidence. 35A05, Running Hounds (41), provides two

anatomically accurate poses. You create the breed with paint.

In the figure series is 35001, Running Children. (42)



Hey! No more using 1/48 scale figures as 1/35 scale kids! A very helpful little diorama item. It strikes us that these could pass for 1930's to 1960's European or American boys.

For more information on the line, see dougar-gos@yahoo.ca, or contact them at Doug's Originals, 6 Olean Ct., Toronto, Ontario M2H 1E2, Canada.

Dragon Models Ltd. (DML)

Can a quarterly (sort of) magazine ever hope

to keep up with the steady

stream of new releases offered by Dragon? Well, we can sure try and have a heck of a lot of fun in the meantime!

The "other" steady stream from Dragon is the steady stream of constantly increasing quality. Photo-etched brass, slide molded parts, ingenious designs—it seems that DML will not be constrained by ANY ordinary rendering dilemma. They run right up on it, get in its face and DEAL with it. They are clearly the George S. Patton of the styrene world, conquering new territory with complete abandon, oblivious to obstacles. Boy, are we on board for that!

Breaking down by the numbers, look for new activity in the modern series with 3535, MIA1 AIM, TBA and 3536, MIA2 SEP, TBA. If you missed it, the Panther II Mine Clearing vehicle featured an all new hull and other parts for the MIA1 and not only was a whollop of a kit, but also an exciting preview of the next few kits in the series. Get excited and stay that way!

Their 39-45 Series is expanding much like the blob and is threatening to ooze right out of this magazine.

6262, 7.5cm Pak 40/2 auf Fgst Pz.Kpfw.II (Sf) "Marder II, TBA, is extremely exciting news, as it not only fills a long vacant niche, but it provides a hint of things to come. 6264, Pz.Kpfw. IV Ausf. E (3 in 1), Early/Late/DAK w/BONUS parts, \$42.95 (43), is among the latest rage and is packed with innovative details. It builds into one of three versions: Pz.Kpfw. IV Ausf. E Early Production, Pz.Kpfw. IV Ausf. E Late Production, or Pz.Kpfw. IV Ausf. E DAK. K



ARCHER

1/35(54mm) UNIFORM PATCHES

EXACT SCALE uniform patches for WWII German figures.

SS Uniform patches and cuff titles

FG35042A \$12.95  Gray with white piping

Builds 20+ figures. Sheet provides 7 each of Schütze or Oberschütze, 3 each Sturmman, 3 each Rotenführer, 4 each Unterscharführer, 1 each Oberscharführer, 1 each Hauptscharführer, 1 each Sturmbannführer, 1 each Obersturmführer, 1 each Standartenführer, 3 each Scharführer, 2 each Oberscharführer, 1 each Hauptscharführer, 1 each Sturmbannführer and Oberführer. Also includes lots of cap Eagles and Death Head plus Cuff Titles for Adolf Hitler (5), Wiking (5), Deutschland (5), Der Fuehrer (5), Germania (5), Totenkopf (5), and Das Reich (5) divisions. Detailed illustrated placement information included.

SS shoulder boards

FG35043A \$12.95  For infantry units
FG35043B \$12.95  For panzer units
FG35043C \$12.95  For artillery/stug units
FG35043D \$12.95  For reconnaissance units

Shoulder Boards have different color Waffenfarbe (piping) to distinguish the various units. White for Infantry units, Pink for Panzer units, Red for Artillery and Stug units, and Yellow/Brown for Reconnaissance units. To keep prices within reason, each unit is offered separately.

Detailed illustrated placement information included.

German helmet insignias






FG35044 \$10.95  Sheet contains 120 insignias. Detailed illustrated placement information included.

Heer uniform patches for armor units

FG35045A \$9.95  For panzer crews
FG35045B \$9.95  For armor recon troops

Enough to build 7 figures plus a lot of extras. Comes with complete illustrated instructions and Wet Media paper for easy positioning.

Heer early war uniform patches

FG35047A \$11.95  For infantry troops
FG35047B \$11.95  For panzer grenadiers
FG35047C \$11.95  For artillery troops
FG35047D \$11.95  For reconnaissance units
FG35047E \$11.95  For medical troops
Enough to build 7 figures plus a lot of extras. Comes with complete illustrated instructions and Wet Media paper for easy positioning.

Heer late war uniform patches

FG35048A \$11.95  For infantry troops
FG35048B \$11.95  For panzer grenadiers
FG35048C \$11.95  For artillery troops
FG35048D \$11.95  For reconnaissance units
FG35048E \$11.95  For medical troops
Enough to build 7 figures plus a lot of extras. Comes with complete illustrated instructions and Wet Media paper for easy positioning.

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46

Version. 6265, Pz.Kpfw. IV Ausf. D (3 in 1), Early, Late, DAK, TBA is a follow-on release that promises to be all

that the "E" is, and more. 6272, USMC 2nd Division, Tarawa 1943 (4 figure set), Gen 2 Series, \$14.50 is more of the new in-depth figure series, as is 6273, "Desperate Defense," Korsun Pocket

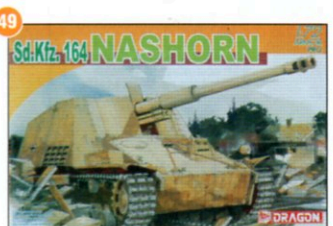


1944 (6 figure set), GEN 2 Series, \$12.50; 6276, 1st Fallschirmjäger Division, Holland 1940 (4 figure set), Gen 2 Series, \$12.50; 6277, Georgian Legion, Normandy 1944, \$7.50; 6280, German Mine Detector Team (4 figure set)-GEN 2 Series, \$12.50 and 6281, Germania Regiment, France 1940 (4



figure set), GEN 2 Series, \$12.50 (44).

An interesting re release is 6285, Sd.Kfz. 186 Jagdtiger Henschel Production Type, \$37.95



newly tooled items like road wheels and tracks.

6284, Sd.Kfz. 251/2 Ausf. C mit Wurfrahmen 40 (3 in 1) - Flammgrate/Sprenggrate/PAK



1) is another welcome addition to the growing line of Tiger kits, but this one is a special edition and is only available via direct mail order from www.dragonusaonline.com in the U.S. or www.cyberhobby.com elsewhere.



6286, Tiger I Initial DAK (3 in

1) is another welcome addition to the growing line of Tiger kits, but this one is a special edition and is only available via direct mail order from www.dragonusaonline.com in the U.S. or www.cyberhobby.com elsewhere.

6287, 88mm Flak 37 (3 in 1) w/BONUS fea-

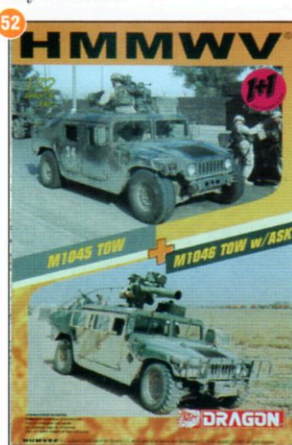
tures, \$41.50 (lead), is another artillery stunner, this time packed with extra parts for the gun shield and barrel, along with an alternate tire design for the carriage.

6288, 2cm Flak 38 w/Sd.Ah.51 Trailer, \$15.95, is rather unexpected (that is unless one considers that anything is now possible from Dragon), but will

feature both the gun and the trailer and be "bonused" with a pre-formed shield, etched netting for the shell catcher and other parts.

6290, Pz.Kpfw. 38(t) Ausf. G, TBA, promises to be, perhaps, the biggest "niche filler" of the current list. A modern tooled 38(t) has been wanted and needed for some time. Stay tuned on this guy.

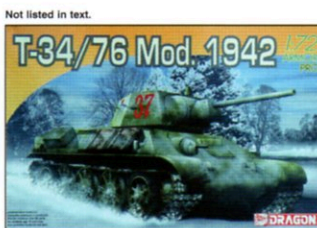
6291, Pz.Kpfw. IV Ausf. C, TBA, is also announced, although details are still to come. It certainly appears that they will be covering all the bases here, which is delightful news, to say the least!



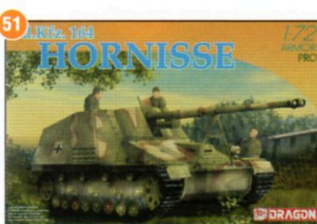
want to jump on it soon (especially considering the timeliness of this rag). See 6286 for details.

6301, Pz.Kpfw. IV Ausf. E "Vorpanzer," \$41.50, is certainly proof that DML really will be covering all the Panzer IV bases. We are hoping that they see it all the way through to the G. Keep your fingers crossed!

Small-scale items are not being ignored and much of the innovation seen above is being incorporated into this line, as



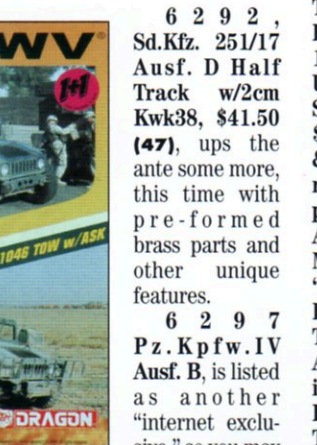
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Not listed in text.



want to jump on it soon (especially considering the timeliness of this rag). See 6286 for details.

6301, Pz.Kpfw. IV Ausf. E "Vorpanzer," \$41.50, is certainly proof that DML really will be covering all the Panzer IV bases. We are hoping that they see it all the way through to the G. Keep your fingers crossed!

Small-scale items are not being ignored and much of the innovation seen above is being incorporated into this line, as

well. Here is a brief list. 7223, Sd.Kfz. 251 Ausf. C, \$11.95; 7227, Bergepanzer Tiger (P), \$11.95 (48); 7249, Leopard 2A4, \$11.95; 7259, T-34/76 Mod. 1941 (Armor Pro Series), \$11.95; 7260, StuG IV - Sd. Kfz. 167 (Late Production), \$9.95 (50); 7266, T-34/76 Mod. 1943 - Armor Pro, \$11.95; 7292, Nashorn, Sd. Kfz. 164 - Armor Pro Series, \$11.95 (51); 7294, HMMWV M1025 + M1025 with Armor Survivability Kit (ASK), \$11.95; 7295, HMMWV M1114 w/M2 & M1114 w/Mk.19 Up-Armored Armament Carriers, \$11.95 (52) and 7296, HMMWV M1045 TOW & M1046 w/ASK TOW, \$11.95 (53).

DML probably has the most well updated website ever to exist to promote products. Once you visit, it will quickly become a daily ritual. See the site at www.dragon-models.com U.S. readers should also regularly check www.dragonmodelsusa.com for current release dates and pricing.

Echelon

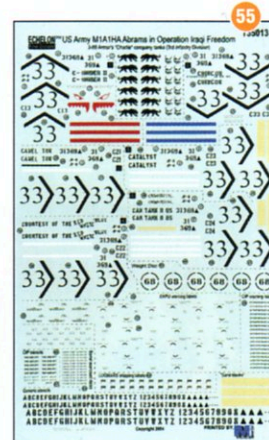
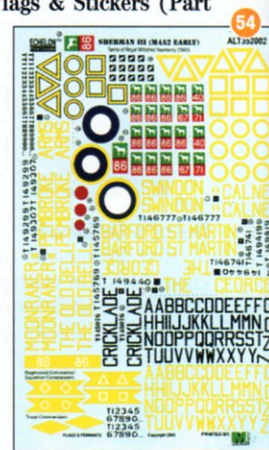
We may just be living in the "golden age" of decals. We have more choices and higher quality than we can ever remember having. A part of this can be found in the form of Echelon, a small but extremely high quality manufacturer from Singapore. The sheets are generally large and generally comprehensive beyond your wildest expectations. Here is their current list of new products ALT352002, Royal Wiltshire Yeomanry Sherman IIIs (Syria 1943), TBA (54); AXT351009, Panther Ausf. Ds, TBA;

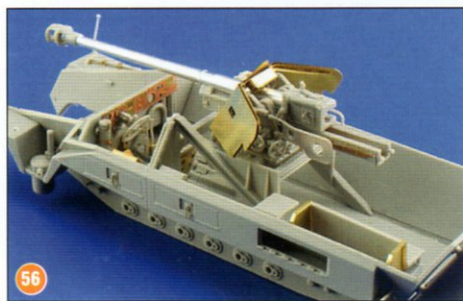
AXT351010, Panzer Lehr & Das Reich Panthers (Ausf. Ds & As), TBA; AXT721010, Panzer Lehr & Das Reich Panthers (Ausf. Ds & As), TBA. AXT351011, Tiger Is, TBA; AXT351012, Tiger Is, TBA; AXT351013, Panzerkampfwagen IVs, TBA; FL354002, UK Antenna Flags & Stickers (Part 1), \$14.50; FL354005, UK Antenna Flags & Stickers (Part 2), \$14.50; SN355001, Road & Traffic Signs (OIF related), \$7.50 (printed paper); T35013, US ARMY (369 Armor, C Co) M1A1HA Abrams in "Operation Iraqi Freedom," \$14.50 (55); T35014, US ARMY (164 Armor, A Co) M1A1HAs in "Operation Iraqi Freedom," \$16.00; T35015, US ARMY (164 Armor, HQ & C Co) M1A1HAs in "Operation Iraqi Freedom," \$14.50 and T35016, US ARMY M1A1HAs in "Operation Iraqi Freedom" (Various Units), \$14.50.

All are highly recommended. For more information see their website at <http://pachome1.pacific.net.sg/%7Ekriegsketten/> or contact them via e-mail at kriegsketten@pacific.net.sg

Eduard

Eduard has a serious commitment to releasing tons of stuff every month. This is what we could glean by deadline time in regular 'ol photo-etch sets,





we have 35776, Sd.Kfz.251/22 Ausf. D (Dragon) (56), \$24.95; 35727, BRDMU EAS, \$29.95; 35767, Sd.Kfz.251/1 Ausf. D (AFV), \$24.95; 35769, Hotchkiss H39 (H) (Trump.), \$19.95; 35779, Panzerjäger 39 (H) Marder 1 (Trump.), \$19.95; 35784, LVTP7 (Academy), \$24.95; 35786, Floor plate Cross type \$19.95; 35791, LCV Landing Craft (Italeri), \$19.95; 35792, M115 Howitzer (AFV), \$19.95; 35793, M40/75 Semovente exterior (Italeri), \$14.95; 35795, Sd.Kfz.251/7 Ausf. C Pioneerwagen (Dragon), \$24.95; 35796, Sd.Kfz.251/10 Ausf. C w/ PaK.37mm (Dragon), \$24.95; 35797, Willys Jeep SAS (Tamiya), \$19.95; 35799, Sd.Kfz.251/21 Ausf. D Drilling, \$24.95; 35801, Sd.Kfz.251/1 Ausf. C (Dragon), \$24.95; 35802, Tiger I Ausf. E late (AFV), \$29.95; 35803, BM13 Katyusha (Italeri), \$29.95; 35804, JgdPz.IV L/70 (Tamiya), \$24.95; 35805, M551 Sheridan (Academy), \$19.95; 35807, M1A1 Abrams Iraq 2003 (Academy), \$29.95; 35808, M48A5 Patton (Academy), \$24.95; 35810, Type 82 JGSDF Command (Trumpeter), \$19.95; 35813, Bison I (Alan), \$24.95; 35815, Sd.Kfz.251/1 Ausf.C (AFV), \$24.95; 35817, M3 Scout Car (Zvesda), \$29.95; 35818, Schutzen JgdPz.IV L/70 (Tamiya), \$24.95; 35829, AB41 Autoblinda (Italeri), \$14.95 and 35839, M551 Sheridan Ammo Boxes (Academy), \$14.95.

1/48th scale looks something like this. 28009, Tool Box German WWII, \$9.95; 28015, T34/76 Model 1941 1/48, \$19.95 and 28018, Citroën 11CV (Tamiya), \$14.95.

Like their aircraft range, they are also doing colored photo-etched sets in 1/48 for vehicles. 28503 Kettenkraftrad with Goliath (Tamiya), \$19.95 and 28502 Kübelwagen Typ 82 (Tamiya), \$19.95.

New 1/72 offerings come in this form. 22069, Panther Ausf. G (Dragon), \$19.95; 22088, Jagdpanther early (Dragon), \$19.95; 22082, Tpz.1 Fuchs (Revell), \$19.95; 22087, GMC 2 1/2 Ton 6x6 cargo with accessories (Academy), \$19.95; 22089, M998 Humvee (Revell), \$14.95; 22090, M1025 Humvee (Revell), \$19.95; 22093, Sd.Kfz.9 Famo (Trump.), \$19.95; 22094, Sd.Kfz.234/2 (8 rad) HAS, \$14.95; 22095, Kübelwagen Typ 82 (Academy), \$9.95; 22096, M998 Hummer additional armor plate Iraq (Revell), \$10.95; 22097, M1025 Hummer add. armor plate, Iraq (Revell), \$14.95 and 22103, T34/76 Model 1941 (Dragon), \$14.95.

This came under the heading of "Ships," but caught our eye, none-the-less. 53010, PBR 31 Mk.II Pibber (Tamiya), \$22.95.

The Big Ed series comprises several sheets of material and Express Mask, too. BIG3535, M1A1 Abrams (Dragon), \$52.95 and BIG3226, Mi24V Hind (Trumpeter), \$52.95, although that last one was under the aircraft heading.

The Express Mask is laser cut stencils for wheels and markings. New here are XT122, M1A1 Abrams (Dragon), \$5.95 and XT124, Leclerc serie 2 (Tamiya), \$7.95. One 1/48 scale items pops up:

FX008, Tiger I early (Skybow), \$6.95. They have an aircraft heading here, too and we spied JX035, UH1N Gunship (Panda), \$6.95 in 1/35th scale.

In the ever growing line of metal gun barrels we have (1/48) 29002, M4 Sherman (Tamiya), \$7.95; 29003, Hetzer (Tamiya), \$10.95 and 34037, M4 Sherman (Tamiya), \$7.95 (1/35).

For more G2 on the entire Eduard range of products, see their website at www.eduard.cz

Emhar

Emhar, maker of a line of WWI tanks has released EM4005, MkV. (57) The kit gives the modeler the option of building male, female or hermaph-



rodite versions. The kit includes eight decal options for British, Russian or German tanks and is priced at \$26.95.

Squadron Mailer Order is your source, www.squadron.com

Formations

Oh sure, you thought there was no more good stuff out there for the Sherman—Didn't you? Well, you are dead wrong, baby! Here's our catch-up list for Formations. F043, Late Welded Sherman Wheels (Jumbo Wheels) w/Idlers and Spare, \$11.00. Twelve accurately detailed late-welded, big bearing wheels, the most common wheel used on M4A3E2 Jumbos, don't-you-know.

F044, Sherman Welded Idler Wheels (2 Sets), \$5.00, includes two sets of accurate early welded Sherman idler wheels with detailed grease fittings and rear hub depth sized to fit Tamiya idler mount.



F045, Early High Bustle 75mm Sherman Turret, \$20.00 (58), is a complete replacement turret for late production Sherman models with accurate casting numbers and foundry marks, accurate late spring balanced split commander's cupola with interior detail, accurate late wide M34A1 mantlet and highly detailed oval loader's hatch.

F046, Sherman Siren Assortment, \$6.00, is four accurately detailed sirens for 1/35th scale Sherman kits and includes the most common styles of sirens used on WW2 tanks and other armored vehicles.

Next is F047, Sherman VSS Track Skids, \$4.00 (59). It includes one set of accurate Sherman track skids with accurate bolt detail on both ends and accurate rear skid shape. This is not found on any available plastic kit. When used, it allows access

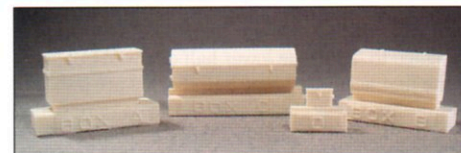


to properly fill the seam on the top of the bogie assemblies. Each set includes eight skids to allow for a few mistakes.

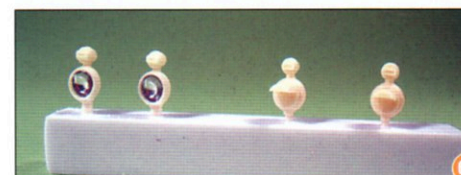
F049, Sherman V Conversion for DML Firefly, \$50.00 (60). This comprehensive kit is designed to convert DML Firefly to a 75mm Sherman V and includes a complete replacement early Sherman turret, highly detailed replacement three-piece transmission/final drive cover, a complete set of stamped



spoke road wheels with accurate back side detail, grease fittings and rivets, along with a spare, stamped idler wheels with accurate grease fittings and front and back detail, MV products lenses for headlights and searchlight, a set of hull and turret stowage boxes with M4A4 rear hull box, first aid box, rectangular turret box and Crusader style rear turret box. Also included are detailed front fenders, accurate casting and foundry marks on turret, mantlet, and transmission cover, a full set of pioneer tools and many hull and turret details including lift rings, MG barrels, tow clevises, taillights, fire extinguishers, cable ends, cable brackets, armored fuel caps and much more!



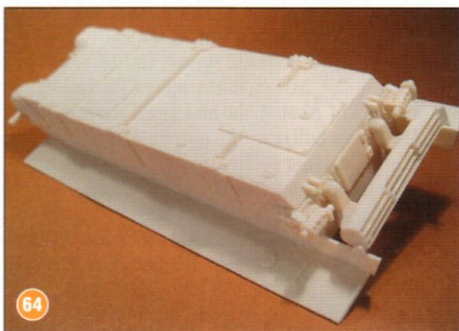
F048, British Sherman Hull and Turret Stowage Boxes, \$8.00 (61) is four accurately detailed stowage boxes. It includes M4A4 rear hull stowage box with detailed latches, hinges, and mounting brackets, M4A4 rear first aid box, rectangular style turret stowage box w/ hinge and latch detail and Crusader style turret stowage box, which was widespread on Commonwealth Shermans in the North African and Italian campaigns. Enough boxes for two Shermans.



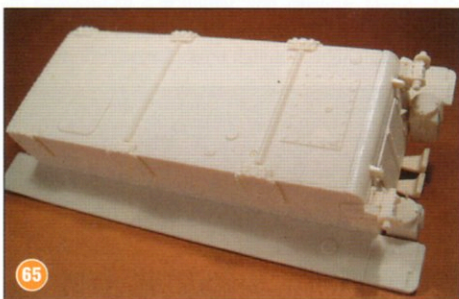
F050, Sherman Headlight Set, \$4.00 (62), includes one pair of U.S. WWII headlights, cast to accept MV lenses, one pair of US WWII headlights with blackout covers, two MV lenses for the headlights and a single larger lens to be used in the vehicle's searchlight. These parts can also be used on the M26 Pershing, M8 and M20 armored cars, M5, M5A1 and M24 light tanks, M8 HMC and many other U.S. built vehicles.



F051, Sherman M4A4 Upper and Lower Hull, \$45.00 (63), is an accurate upper and lower hull with accurate casting numbers on the front plate, radiator cover, driver's hoods, antenna pot, and lower rear plate and accurate placement of hull bottom detail, including mounting bolt detail for final drive. The kit includes adjustable idler wheel mounts, accurate hull hatches with a full set of periscopes, bow MG, rear hull stowage box, first aid box, hull lift rings, grouser box vents, tow cable brackets, armored fuel cap covers, and many more details. This set accurately depicts hull front plate layout and driver's hoods and weld placement and is a perfect complement to their Firefly detail set kit F021, or F049, Sherman V conversion.



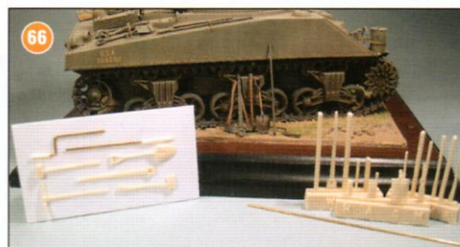
F054, M4A3 Lower Hull, \$28.00 (64), is designed to detail the lower half of any M4A3 kit. It is the first accurate lower hull that we are aware of in 1/35th scale. It is said that the parts were scaled from numerous original ordnance drawings. These parts are a perfect complement to the Tamiya M4A3 kits and will replace the inaccurate parts in Dragon and Italeri M4A3 kits that have radial engine details. This hull is for use with VVSS suspensions. The suspension mounting holes are set for Tamiya parts, but can be easily adjusted to other manufacturers' suspensions.



F055, M4/M4A1 Sherman Lower Hull, \$18.00 (65), is an accurate hull bottom for any radial engine Sherman. This set includes detailed rear hull plate, exhaust and air cleaner, adjustable idler mounts, detailed weld seams on hull bottom plate and sponson floors, accurate floor drains and sponson fuel tank drains, accurate bolt detail on hull side plates,

accurate bolt detail along bottom and sides of final drive, cast in guides to trim sponson plates to fit the most popular radial engine Sherman kits. This set can be easily adapted to Italeri's M4A1, Dragon's M4A1 or M4 composite, Tamiya's M4 and many after-market Sherman hulls, including the Formations direct vision M4A1 kit.

F056, WWII US Pioneer Tools



without Brackets or Straps, \$6.00 (66), includes one complete set of highly detailed U.S. pioneer tools. The set includes mattock handle and head, sledgehammer, shovel, axe, track bar, engine crank and track tensioning wrench. Each tool is cast on a sprue, requiring minimal clean up. This set would be a quick solution for use with photo-etched straps and brackets, or to replace poorly detailed kit tools.

Of course, the biggest new item this time around has got to be **F058, M24 Chaffee Detail Set, \$60.00 (67)**. This kit is designed to completely overhaul Italeri's WWII Chaffee kit, 6431 (it can be used with the earlier release, as well). The kit includes a complete replacement upper hull, a complete replacement turret with accurate gun barrel, replacement fenders with accurate bolt detail, replacement outer road wheels and center hubs with crisp bolt detail, replacement shock absorbers, MV products lenses for vehicle headlights and many additional detail parts.

It strikes us that this kit would benefit from the use of the Eduard 35608 Chaffee set and an after market track set. Both Armor Track Models set TK07 and Friulmodellismo set ATL39 are excellent and include replacement drive sprockets and idlers. Giddy-up, baby!

Bringing up the rear is **F057, Idler Wheel Mounts for HVSS (Easy 8) Shermans, \$6.00 (68)**.



These parts are recommended for use with separate link tracks, such as Armor Track Models, AFV Club, Dragon, or similar sets. They can be used with any 1/35th scale HVSS Sherman Variant. These are the first accurate parts that we are aware of for HVSS tanks. The mounts are adjustable to properly tension the tracks.

Contact at (731) 658-1521 or info@formations-



models.com, or—PO Box 424, Bolivar, TN 38008-0424, or wait! Try www.formations-models.com

Hauler CZ

Up to this point, we mostly knew Hauler by their excellent range of

1/72nd scale resin kits. They have branched out into 1/48th-scale in a huge way and really seem to have the jump on the competition when it comes to releasing sets for current plastic kits. Note that some of the following items are resin-detailing sets that sometimes contain a small brass fret and at least one is a decal set. Here we go. **HLX48001, Sherman M4, parts for Tamiya (69); HLX48002, Sherman M4 fenders, parts for Tamiya; HLX48003, StuG III Ausf. B, parts for Tamiya; HLX48004, StuG III Ausf. B grills, parts for Tamiya (70); HLX48005, StuG III Ausf. B fenders,**

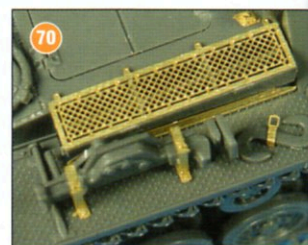
parts for Tamiya; HLX48006, .50 cal. Browning, parts for Tamiya; HLX48007, Tiger I



Ausf. E, parts for Tamiya (71); HLX48008, Tiger I grills, parts for Tamiya; HLX48009, Schwimmwagen, parts for Tamiya; HLX48010, Kübelwagen, parts for Tamiya; HLX48011, Kettenkraftrad, parts for Tamiya; HLX48012, Tiger I Ausf. E fenders, parts for Tamiya; HLX48013, Marston matting; HLX48014, Antitank barrier; HLX48015, Buckets; HLX48016, Tools; HLX48017, Grills and manholes; HLX48018, Chains; HLX48019, Hetzer, parts for Tamiya (72); HLX48020, Hetzer

schürzen, parts for Tamiya; HLX48021, Hetzer fenders, parts for Tamiya; HLX48022, U.S. tank tools (73); HLX48023, German tank tools (74); HLX48024, German tank jacks; HLX48025, Tiger I grills, parts for Skybow; HLX48026, Tiger I exhaust shroud, parts for Tamiya; HLX48027, Rhinoceros hedgerow cutter, parts for Tamiya and HLX48028, Tiger I Africa (s.PzAbt.501), parts for Tamiya; HLX48045, 0.5cal Ammo boxes; HLX48046, British flimsy cans; HLX48047, Notek; HLX48048, U.S.

machine gun .30 M1917A1; HLX48049, British VICKERS Mk.1 heavy MG; HLX48050, Duckbills for M4 and M10 tracks, parts for Tamiya; HLX48051,





British
Fire
Extinguisher external;
HLX48052, German Fire
Extinguisher early; HLX48053,
TIGER numbers, TUNIS 1942; HLX48054, U.S.
Machine gun .30 cal
M1919A4;
HLX48055,
British
Pyrene Fire
Extinguisher;
HLX48056,
German Fire
Extinguisher late;



BRDM wheels - Polish tire
tread, \$14.99 and 35039,
SWS front
wheels, \$9.99.
For more
information see
www.airconnection.on.ca

Italeri

There's plenty of
new stuff in the Italeri
hopper these days. Some of
the following is "mature" in
its timeliness. Here's the list
in 1/35th scale. 6274, LAV
25 Air Defense, \$31.00
(77); 6440, M4A3
Sherman, \$35.00 (actually a 76mm M4A3); 6442,
Autoblinda AB 41, \$45.00 (78); 6443, Demag
Sd.Kfz. 10, \$31.00; 6444, Crusader
Anti-Aircraft Vehicle, \$36.00 (80);
6445, Sd.Kfz. 232 6-Rad with
resin detailing parts, \$100.00 (79)
and 6275, Jagdpanther, \$35.00.

6445 is similar to their earlier
M1A1 release, in that it's a true hybrid
kit. The resin parts compose the entire
interior of the vehicle. The Autoblinda (we
once knew a girl named Blinda) is well under way
here at Ampersand central and the Crusader AA is
lookin' real nice. That kit will also make it into ink
sometime soon.

In the smaller stuff, we have 6070, WWII
Bunker, \$17.50; 7030, Sd.Kfz. 186 Jagdtiger,
\$12.50; 7031, Leopard 1 A2, \$12.50 and 7032,
Sd.Kfz. 232 6Rad, \$12.50.

For up-to-the-minute information on the entire
line, see www.testors.com

Just Plane Stuff

JPS brings us some very cool stuff in the form of
beautifully cast medium density foam. JPS has
gained considerable expertise in this area with a
line of aircraft bases (hey, nobody's perfect). The



first item is JPS020, Pantherstellung (81). In addition
to the MDF base, the kit also includes a complete
resin cast turret of the type built for Pantherstellung
installations. This subassembly is
further decked out with a CMK Hot Barrel (turned
aluminum gun barrel) mantlet and muzzle brake,
all for \$54.96.

The next new item is JPS021, Flak 88
Emplacement (82). This guy is a solid, sunken
revetment that fits your new 88 like a glove. And,
after spending all that time on the gun, you'll
love the simplicity of this base. It measures 11
inches square and the retail is \$39.95.

Now, let us clue you in on this stuff. MDF
can be hard to pull off. The interior structure
of the material is essentially hardened
bubbles and once miscast, it cannot be easily
fixed. JPS has done an excellent job with
these two pieces and they are among the best



we have ever seen in this medium. On each of the
pieces the master has been finished using wood
veneers for the sides. Not only are these areas perfectly
cast, but also they match the contours of the
terrain perfectly. This means a huge timesaving for
the modeler and the wood grain area can be stained
and varnished much like real wood. We are looking
forward to all their future releases.

Contact them at Just Plane Stuff, 2021 Carmel
Avenue, Racine, WI 53405. Phone: (262) 633-1942,
email: dschemel@wi.rr.com, or their very competent
website at www.justplanestuff.net

Legends

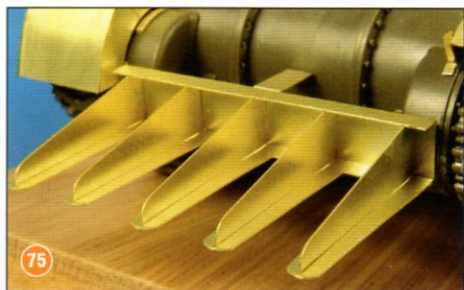
Legends, the ever-prolific Korean manufacturer
is keeping up the pace. Here is the latest boatload of
material from that side of the world. LF0107, US
AFV Crew set (Vietnam), \$36.95 (83); LF0108,
"Dear Mom" WWII German Soldiers, \$26.95 (84);
LF0109, Motorcycle Feldgendarmarie #1, \$15.95
(85); LF0110, Motorcycle Feldgendarmarie #2,
\$15.95; LF1100, Sherman M4 Early Conversion
set, includes turned barrel (for Tamiya M4), \$55.95;
LF1101, Sherman M4 Early Conversion set.
Includes turned barrel (for Italeri M4A1), \$72.95;
LF1102, IDF Namer GP Conversion set (for
Academy Merkava III), \$124.95, LF1103, IDF



HLX48060, U.S. M10 tank destroyer, parts for
Tamiya; HLX48061, M10 Engine grills, parts for
Tamiya; HLX48062, M10 turret interior, parts for
Tamiya; HLX48063, U.S. jerry cans and
HLX48064, hedgerow
cutter for M10, parts
for Tamiya (75).

U.S. prices were not
available at press time,
but we believe VLS will
be carrying the entire
line. See their website
at www.model

mecca.com. Gorgeous photos of the entire line can
also be found at www.hauler.cz.



Hussar

Hussar has brought us some
super spooky looking replace-
ment wheel sets, which we
assume they use some type of
witchcraft to produce, and
they are continuing the line
with 35034, BS-3 100mm
Russian gun wheels (4),
\$12.99; 35035, BRDM
wheels - Russian tire tread,
\$14.99 (76); 35036, KFZ 15
Horch wheels, \$8.99; 35037,





Namer GP, \$165.95; LF1104, Sheridan Accessory set (Vietnam), \$26.95; LF1105, Sherman ARV Mk.I Conversion set, \$48.95 (for Dragon M4A4) and LF1106, Merkava Mk.2D Conversion set (for Academy); upper hull, turret, steel wheels, belly armor, \$150.95 (86). This last item is said to be based on most authentic research of the vehicle deployed in Lebanon security zone and Gaza Strip.

And furthermore, we have LF1107, IDF Tank Cal.50 set (2ea), \$11.95; LF1108, M60 tank road wheel set (M48 Type), \$26.95; LF1109, Magach6B Instructor chair/KMT adapter set, \$23.95; LF1110, Magach Blazer Armor Set, \$11.95; LF1111, Magach 6B Gal conversion set, \$98.95, a new turret with Blazer armor for all M60 kits now on the market and LF1112, Magach6B Gal Batash conversion set, \$119.95, new turret/belly armor two types of mantlet armor for all M60 kits now on the market.

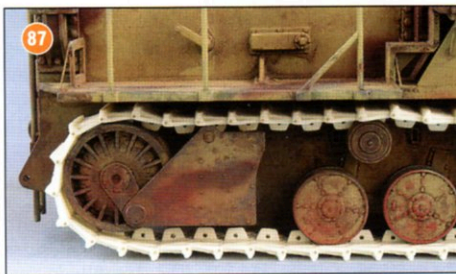
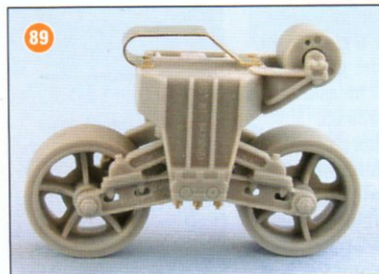
Legend products are carried by many of the larger mail order chains, which also means that they can be found through your local hobby shop. For more information on Legends products, see their unusually named website (two sets of www) at www.wwww-legend.co.kr It has cool music, too!

LionMarc Model Designs (Armor Workshop)

We have been raving about Armour Workshop of Hong Kong, but now we must rave about LionMarc Designs, as they have changed their name. No problem!

Much of what we have written about in the past has now arrived in our offices. We are especially excited about their line of brass rivets. The half-millimeter size (stock #60000) will knock your socks off. Among the many new items in their growing line is Karl Morser Track (for DML), \$36.00 (87); KV Track (single link), \$31.00 (88); Nuts & Bolts for Sherman Bogies, \$9.50; Brass Sherman Skids, \$5.00 (89) and Sherman Brass Skids Set, \$8.80.

There are two types of tracks in their line. One uses a small, pre-milled pin, while the other features a "clickable" system entirely in resin. Both sets above are the clickable type. The Sherman items are solid brass parts and in the case of the skids, it's a stamped part, while the bolts are lovely little cast brass items. The distinction of the three items is: just the skid,



just the bolts, or both in a set. Very cool.

For more information see their website at www.lionmarc.com. We are also told that the line is now sold through Tiger Model Designs and information there can be found at www.tigermodels.com

Masters Production

Ahh... Masters... Each season brings a new vintage, crisp and fresh. Whiff that bouquet and check it out! MAS35037, Zimmerit Set for Tamiya Tiger I; MAS35039, 2.5 Ton 6x6 Model AFKWX33 15 Feet/Steel Cab + Canvas (90); MASPF35008, Chef De Bord VLRA (a figure hanging off the side board); MASPF35015, German driver for Jeep; MPF35014, GI at rest No. 2; MAS35034, GMC 1.5-ton 4x4 COE with LeRoi Compressor; MAS35036, Rail Wheels for GMC; MASMPF35013, Driver and radio op. for M8/M20, two figures; MAS35032, Canvas for US 105MM howitzer; MAS35033, GMC 2.5-ton 6x6 COE + wood body/full kit; MAS35040, Conversion GMC short chassis + wood body/Tamiya; MAS35031, Wheels for US 105MM howitzer/Italeri and MPF35012, Driver for GMC.

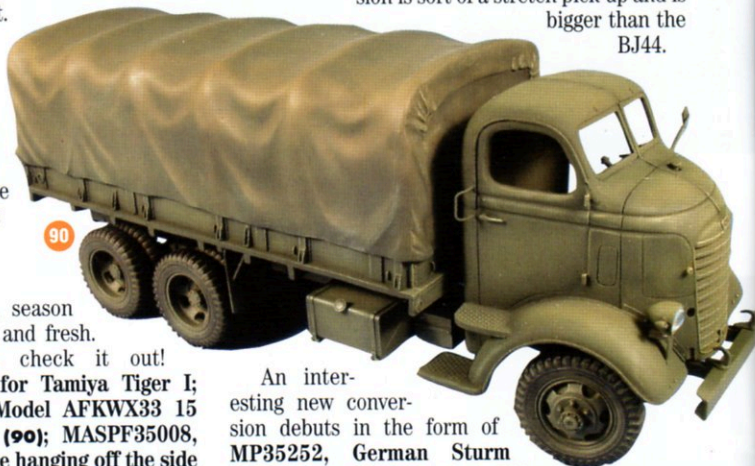
Masters has also announced a complete new version of the M4 High Speed Tractor (91). This is billed as a very highly detailed kit that builds with a minimum of fuss. The price is also said to be a bit closer to the ground than previous versions from other manufacturers.

Masters is available in the states through Mission Models (www.missionmodels.com) and in Europe through Blast Models (www.blast-models.com)



MIG Productions

The MIG momentum marches ever forward! And it looks like this in solid resin. MP35111, WWII Soviet Ammo Boxes (76mm, 122mm, rifle with bayonet), \$19.95; MP35112, Engine deck storage boxes for Panther D Early, variety of eight resin boxes, \$19.95 (90); MP35113, Engine deck storage boxes for Panther D Standard Production, \$19.95 and MP35141, Technical BJ45 Land Cruiser, long cargo version (with Soviet B11 gun 107mm recoilless rifle), \$85.95. FYI, the BJ45 version is sort of a stretch pick-up and is bigger than the BJ44.



An interesting new conversion debuts in the form of MP35252, German Sturm Pz.Kpf.Wg. KV II 754r (93). This is a unique conversion for the older Tamiya KVII, including a completely retooled turret, new gun barrel and mantlet, storage boxes, jack and Nettek light, cupola, taillight and much more for \$62.95.



New in dry transfers are MW3230, Allied Stars, Vol. 1, dry transfer set, \$12.95; MW3231, WWII USA Registration Numbers, dry transfer set, \$12.95 and MW3234, Red Color Markings and Slogans for T34/76, KV1 and T34/85 (1941/1945), \$12.95.

The ever-popular line of "Migmints" grows with P231, Gun Metal metallic pigment (very cool), \$6.95 (94) and P239, thinner for washes,





\$11.95 (95).

Not forgetting the small guys, it's MP72077, WWII German Head Set, includes 26 heads, \$11.95 and MP72074, Eastern Front German Assault Team In Action (Vol.2) This includes a wide variety of weapons and accessories that allow the modeler to create different figures for \$15.95.

MIG stuff is now carried in the U.S. by VLS (www.modelmecca.com). For pictures and other cool information see the MIG site at www.migproductions.com

Miniarm

Miniarm is a Ukrainian company that has a huge and fabulous range of accessories and conversion products mostly involving WW2 Russian and Soviet subjects. The quality is very high and the subjects: very interesting. The list, please! B35001, IS2 Turret, \$39.95; B35002, IS2 Tracks, \$32.40; B35003, IS2 Tracks & Drive Sprockets, \$37.80; B35004, IS2 Road Wheels & Mud Scrapers, \$23.40; B35005, T72B, T72BM, T90, wheel set late version for Tamiya and Trumpeter kits; B35006, T72 Tracks, \$32.40; B35007, T34 Pressed Road Wheels w/ Perforated Tires, \$27.00; B35008, T64B M1981 Turret, conversion for SKIF models, \$49.95; B35009, MTLB/2S1 "Gvozdika" Late Type Tracks, for SKIF kits, \$30.60; B35010, MTLB/2S1 "Gvozdika"/PT76 Road Wheels, for



SKIF kits, \$21.60; B35011, MTLB/2S1 "Gvozdika" Late Type Tracks & Road Wheels, for SKIF kits, \$46.80; B35012, T64B M1984 Turret w/Anti Radiation Liner, for SKIF models, \$52.25 (96); B35013, KV1 Tracks, \$32.50; B35014, T34 "Spider Web" Wheels w/ Perforated Tires, \$26.95; B35015, KV1S Tracks, \$34.00 (97); B35016, BMP1/BMP2 Road Wheels, \$19.95; B35017, IS1 Tracks, \$34.00; B35018, IS1 Tracks & Drive Sprockets, \$39.60; B35019, KV1 Tracks & Drive Sprockets, \$39.60; B35020, T64 Tracks, \$34.00; B35021, KV1S Tracks & Drive Sprockets, \$39.60; B35022, T34 M1942 Cast Hexagonal Turret, UVZ, \$34.50 and B35023, T34 M1942 Cast Hexagonal Turret, UVZ, Initial Production, \$34.50.

Miniarm products are available through a variety a worldwide agents. In the U.S., see Model Point US (www.modelpoint.us), or Chesapeake Models Designs (www.chesapeakemodels.com). Contact AFV Modeller in the UK at <http://shop.afvmodeller.com>. Because of the variety of vendors, make sure to only use the above pricing as a rough guide.

Mission Models

Mission has a new tool! Mission has a new tool! Did we mention that Mission has a new tool? The articles in question are MM09, Micro Chisel, \$12.00 and MM011, Tip Replacement set, \$5.99. This very cool tool features a stainless steel handle with a rubber grip with a 2mm wide chisel tip mounted below. The tip is produced from hardened spring steel and honed to a fine, razor sharp 2mm cutting surface. It's removable and replaceable via a setscrew.

What do you do with it? Well, we found it handy for controlled removal of plastic details when applying photo etch, cleaning up seam lines (like a mini-knife), resin over pours, sculpting, creating panel lines and much more! Its small size will really get into those hard to reach areas and one can remove as much, or as little material as needed. The replacement tips also include a custom Allen wrench and an extra set screw.

For more information, see the Mission website at www.missionmodels.com

New Connection

New Connection, ever the purveyor of the weird and wacky German WWII items, does not disappoint with the following list. 35253, Pz. Kleinzerstörer "Rutscher," 79,00 EUR; 35254, VK 7001 "Löwe," 159,00 EUR (99) and 35255, 30,5 cm SFL "Bär," 189,00 EUR (98). The



best way to explain all this is to simply look at the pictures. If you have or have seen the Spielberger books on "project Panzers," you'll recognize some, or all. They are all multi-media affairs with large slabs of resin, sometimes white metal and even a photo-etch sprue now and again.

New Connection stuff can be hard to find these days, but checking directly with them can yield results (www.new-connection.de). Another "secret weapon" can be contacting Historex Agents in the UK (don't be afraid) at www.historex-agents.com. They always stock the line, although stock can be light.

Perfect Scale Modellbau

Perfect Scale Modellbau is a small, German firm that may, for all we know, just be one guy. There are just a couple of items in the line, but both are quite nice. The first and latest is Hotchkiss SPZ Kurz German reconnaissance vehicle. (100) This vehicle was the first post-war, indigenous APC deployed by the German Bundeswehr and was



used in the mobile reconnaissance platoons of the tank divisions. It is a full resin kit with over 300 parts. The kit includes highly detailed assembly instructions with a painting guide and is delivered in a sturdy box. Look for this kit to be featured in issue 40 of MMiR.



The next item is a Leopard II power pack & engine compartment. This kit, with more than 100 parts, is especially designed to upgrade the Tamiya Leopard 2 A5 and Leopard 2 A6 kits. It also includes highly detailed assembly instructions with a painting guide.

For more information about obtaining these kits in the U.S., please contact Perfect Scale Modellbau, Dr. Friton-Str. 7, D-89312 Günzburg-Germany,

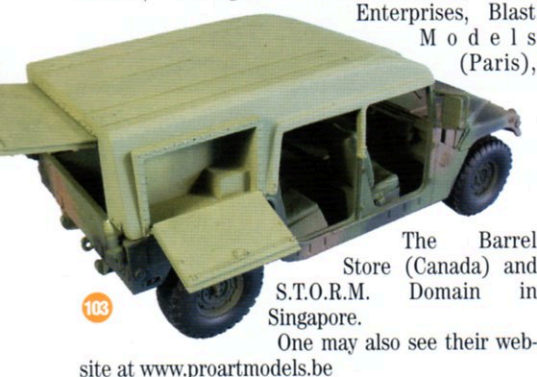
Platoon

Platoon is a joint project between VLS and the figure manufacturer Pegaso. They have some great looking items in the line (see the cover of this issue). Here is a run-down of the latest 1/35th scale items. PT 009, Soviet Tank Officer 1940-1942, \$13.98; PT 010, German Soldier, \$13.98; PT 011, SS Panzergrenadier, \$13.98; PT 012, Obersturmführer, \$13.98; PT 013, German SS Tank Commander, \$13.98; PT 014, SS Panzerschutze, 1944, \$13.98; PT 015, Russian Tank Officer 1943-1945, \$13.98; PT 016, Luftwaffen Field Division Officer 1944, \$13.98; PT 017, MG Schutze, 1943, \$13.98 (101) and PT 018, Munitions Schutze, 1943, \$13.98 (102).

For more information, see the VLS website at www.modelmecca.com

Pro Art Models

Pro Art, known for their fantastic detailing sets for the Italeri HEMMT series, is always good for a new bauble, or two. This time around it's off to Humvee territory with PAU35025 US Hardtop for Humvee (103) and PAU35024, US Humvee Interior set. No pricing was available at press time, but check with any of the following dealers. Mission Models, Michigan Discount Models, R&J Enterprises, Blast Models (Paris),



The Barrel Store (Canada) and S.T.O.R.M. Domain in Singapore.

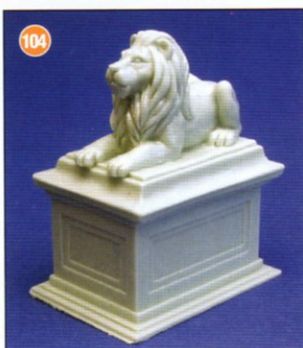
One may also see their website at www.proartmodels.be

R&J Enterprises

And speaking of, R&J pops up with two new items this time around. RJ35009, KV2 Turret, initial production version, is a conversion for the Tamiya KV kits. The conversion includes a turret with separate hatches and pistol ports, early glacis plate and more, at \$24.00.

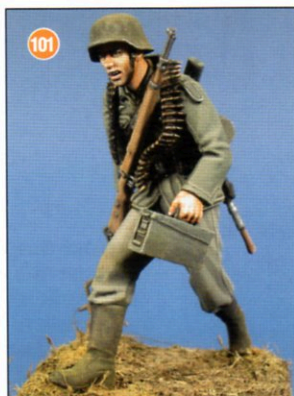
A nifty diorama item is SFC3508 Statue Figure: Lion, \$12.00 (104).

See the R&J website at www.rjproducts.com. Go ahead, you know you want to.



Resicast

A lot of action in the Resicast corner. Looky here, won't you? 35.176 Jeep cable layer, 28.50, conversion for Tamiya/Italeri Jeep; 35.177, Sherman M4A4, 125.00, complete resin kit (105); 35.174, 4.5-ton Utility trailer, 55.00, complete kit for any



3-ton truck; 35.178 Sherman turret "early," 47.50; 35.179, Sherman turret with extra thick cast gunner side, 47.50; 35.180 Sherman turret with extra thick cast gunner side & loaders hatch, 47.50; 35.264, US cable reels, 9.50 and 35.591, Soldier walking with Bren gun, 11.00. All prices are in Euro and will be somewhat higher in the U.S.

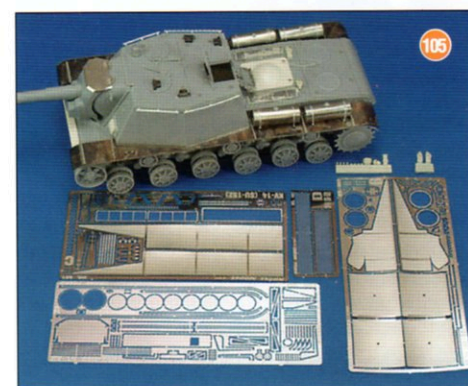
Need we remind you that Resicast offers what may be the best resin casting in the world? Huh? OK, just don't make us say it again. Seriously—you watch your ass, pal...

At any rate, see the highly entertaining Resicast website at www.resicast.com for loads of additional information.

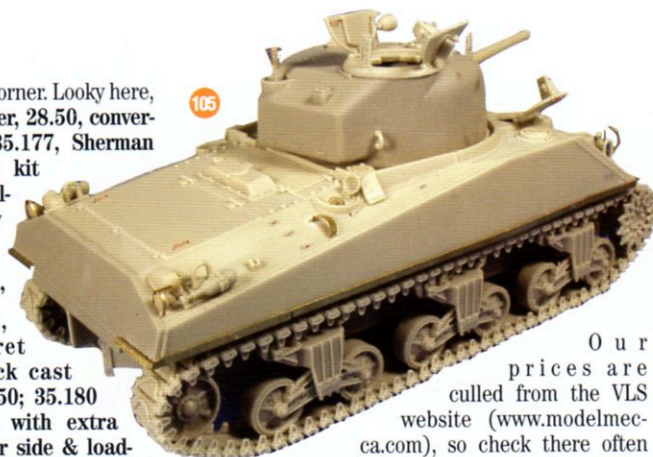
Royal

Royal, Royal, it's all about the Royal, right? So much new stuff, that we can hardly contain ourselves. Here's the skinny, by the numbers. 394, TIGER I Late (1/72 scale), \$15.99; 397, Weld Beads (1/35 scale), \$15.99; 399, Dragon Wagon Transmission Chains,

TBA; 401, KV14 (SU 152) for Eastern Express, \$44.99 (105); 402, KV1B/KV2 for Tamiya, \$50.99;



403, KV1 (Type C) for Tamiya, \$42.99; 406, JSU122S/152 for Dragon, \$45.99; 407, T34/85 (for Revell kit) 1/72 Scale, \$18.99; 408, ISU152 (1/72 Scale), \$19.99; 409, Crusader MK.III (1/72 Scale), \$18.99; 410, JS2m ChKz, \$41.99; 413, German Tankers Italy 1944, \$36.99; 414, Soviet Tanker, \$16.99; 415, German Tanker at rest Italy 1944, \$19.99; 416, Sherman Firefly VC, TBA; 417, SS Scharfuhrer (Poland 1944), \$16.99; 430, Radio box for Sherman Firefly VC, TBA; 431, MBT Ariete Detail set, TBA; 432, "Extra Armour Plates" MBT Ariete, TBA; 444, MBT Ariete Crew, TBA and 445, Sherman Firefly VC Crew, TBA.



Our prices are culled from the VLS website (www.modelmecca.com), so check there often for updates and other information. The Royal site is also worth checking out for advance news and cool photos: www.royalmodel.com and don't forget to "clliccate qui."

Small Shop EU

The Small Shop EU has a new tool for you! It's called the 5-Speed Hold 'n Fold (106) and it measures 5.5 inches. The tool has ALL of the following features. It's a twin clamp design for flatter and higher pressure clamping, it has a pass-thru for long parts, it has longer fingers for a deeper working area, it also features an angle beam that instantly forms small tie downs in flat-brass, or wire shape. Furthermore, the pyramid finger design strength and stress relief allows thinner but stronger finger designs to enable fold-over of u-shaped channel shapes—AND it even makes julienne fries!!! (kidding!) All in all, a pretty nifty little item.

For more information on pricing and worldwide availability see their website at www.smallshopeu.com



Sparta Modellbau

Here's a new one for ya. We are only aware of the one kit so far. It's SPRT3501, Lancia Ansaldo IZ, \$125.00 (107). This is a complete resin kit of the Italian WWI armored car. The kit contains a full interior and we've had a chance to fondle it at length. It is very nice, and although the manufacturer is German, it only seems to be available though PanzerShop in the Czech Republic.

Check out their website at www.panzershop.cz



Taisho Modeling

We discovered this new Japanese figure line on one of our many journeys into the dark recesses of the hobby world. We have survived to tell this tale. TO35003, Bund Deutscher Madel, ¥1,700; HI48001, German Tiger I panzer crew set 1 (for Tamiya), \$36.95 (108); HI48002, German Tiger I panzer crew set 2 (for Tamiya), \$23.95 and HI35001, WRNS dispatch rider WWII, ¥1,700.

A very interesting lot, wouldn't you say? All that we saw was delicately rendered in resin, with no obvious defects, or bubbles. The dollar pricing was found at www.coloradominiatures.com, but we have successfully placed orders from their Japanese agent, Miniature Park at www.miniaturepark.com



Tamiya

For a company that is supposedly doing nothing, these guys are sure releasing a lot of stuff. There are a few nifty items in their "89" series, which are sort of promotional bonus items. They are 89648, U.S. 2 1/2 Ton 6x6 Cargo Truck "Red Ball Express,"

\$53.00 and 89649, German Kübelwagen Type 82 Africa Corps "Rommel Field Command Post," \$23.00. Both include lots of extra goodies mixed together from previous releases.

Perhaps the biggest news for 2006 is 35281, German Sturmgeschütz III Ausf. B, \$45.00 (109). This is quite a kit, actually, featuring a nearly complete interior and some fairly awesome tooling throughout the entire model. No one seems to be shouting about this kit, but are to happy to say: THIS THING IS FANTASTIC! Go get this right now!

The 1/48 scale line continues to grow by leaps and bounds with 32513, WWII U.S. Army Infantry GI Set, \$13.50; 32514, WWII German Panzer Grenadier Set, \$13.50; 32515, T-34/76 Model 1941 with Cast Turret, \$26.00; 32516, British Universal Carrier Mk II, \$18.00 32517, Citroen 11CV Staff Car, \$15.00; 32518, German Pz Kfz. IV J - Sd.Kfz.161/2, \$30.00 (110); 32519, US Tank Destroyer M10, \$26.00; 32520, German Panther Ausf. G, \$30.00; 32521, WWII Russian Infantry & Tank Crew Set, \$13.50; 32521, Russian Infantry and Tank Crew Set, \$13.50; 32522, Jagdpanther Tank Destroyer, \$30.00 (111) and 32523, US M4A1 Sherman Tank, \$26.00 (112).

In the tools and finishes department we have 74067, Bending Pliers, \$27.00 (113). These are a set of long nosed pliers especially designed for use with photo-etched parts. The tip of the pliers is designed for use with small parts while the side is meant for bending large parts. The smoothed down nose allows you to apply the necessary strength to obtain an accurate bend without leaving any ugly scratches. The angled nose has been designed to allow you to bend past 90 degrees, compensating for the "spring back" effect that occurs after bending metal. A novel approach,

Sturmgeschütz III Ausf. B

Sd.Kfz.142 1:48 MILITARY MINIATURE SERIES MODEL GERMAN STURMGESCHÜTZ III Ausf.B

INCLUDES PHOTO-ETCHED PARTS & A REMOVABLE COIN BARREL



don't you think?

Tamiya has also done some novel things to the concept of weathering powders. Their new powders are applied in a semi-moist state and dry to a permanent finish. They come packaged in little compact plastic cases, which has earned them the name of "modeling make-up." Each set comes with its own applicator brush. The following sets are offered. 87079, Weathering Master A Set, \$9.25 (114), contains Sand (for dusty finish), Light Sand (for dusty finish on light colored vehicles) and Mud (for mud on tank treads and rally cars).



87080, Weathering Master B Set, \$9.25 contains Snow (for winter camouflage and light snow), Soot (for soot from exhaust pipes and gun barrels) and Rust (for rusting of AFV and boat hulls).

Solid sticks of colored material are also offered, again in a semi-moist state, in the form of pens. 87081, Weathering Stick (Mud), \$4.40 (115), would be perfect for depicting mud on tank treads or rally car chassis, while 87082, Weathering Stick (Snow), \$4.40 (115), would allow one to easily create a white wash finish. It would be real interesting to see what happens when thinner is applied afterwards. We'll keep you posted on our dangerous experiments...

Also added to the finishing line are 87075, Liquid Surface Primer 40ml; 87076, Tamiya Light-Curing Putty; 87077, Tamiya Lacquer Thinner 250ml; 87083, Tamiya Weathering Sponge Brush and 87084, Tamiya Weathering Sponge Brush. We suspect that these last two items are the applicators supplied in the weathering powders. Prices TBA.

For the world of Tamiya at your fingertips, see www.tamiya.com

Tank

Tank, the simply awesome line of resin figures in 1/35th scale, continues to grow and grow with some of the coolest little dudes we've seen in a long time. And HEEEEERE THEYARE. T35041 German tank officer, Africa Korps 1941, one figure, three heads; T35042, Red Army man, winter 1943-45, one figure; T35043, Red Army scouts, winter 1941-42, two figures, three heads; T35044, Soviet tank officer Dmitriy Lavrinenko (52 destroyed tanks), one figure

(116); T35045, Soviet tank officers, winter 1941-42, two figures; T35046, Soviet tank crew #2, summer 1941-42, two figures; T35047, Soviet tank crew, winter 1941-42, two figures; T35048, Soviet tank officer, winter 1941-42, two figures; T35049, Soviet tank crew #2, winter 1941-42, two figures; T35050, Soviet tank officer #2, winter 1941-42, one figure; T35051, Red Army man, autumn 1941-42, one figure; T35052, Russian modern infantryman, Chechnya 1994-2005, one figure; T35053, Russian modern infantryman #2, Chechnya 1994-2005, one figure; T35054, Russian modern tank officer, Chechnya 1994-2005, one figure; T35055, Russian modern tank crew, Chechnya 1994-2005, three figures; T35056, Soviet officer, summer 1941, one figure; T35057, Red Army man and tank man, summer 1941, two figures; T35058, Red Army man with Degtiarev M.G., summer 1941, two figures; T35059, Red Army man with Maxim M.G., summer 1941, one figure and T35060, Red Army man Summer 1941, two figures.

U.S. pricing can be found through www.col-oradominiatures.com and www.modelpoint.us

Trax

A nice little selection of new items from the Traxsters. First up is TX 0117, T34/76 Interior (Early) (DR), \$44.98. This one is a pretty cool way to fill up the cavernous interior of that DML kit.

TX 0118, U.S. M3 37mm Anti-Tank Gun (Complete Kit), \$29.98, is a brand new kit of this elusive little early WW2 U.S. popgun. This should be very cool. Hey, remember that old Monogram one?

Timely as today's headlines are TX 0119, Panzer IV Damaged Wheels (Late), \$13.98 and TX 0120, Panzer II Damaged Wheels, \$13.98.

As always, your finger on the pulse of Trax is www.modelmecca.com

Tristar

A sprinkling of a new stuff from Tristar, who is now represented in the U.S. by MRC.

This is good news for all shops and dealers, as the line should be available though just about every major distributor. Another new figure set is in bound in the form of 35016, German Infantry Early WWII (117). As always, this is the work of Yoshitaka Hirano translated into styrene.

35017, German Flakpanzer auf Pz.Kpfw.I Ausf. A, is a logical follow-up, considering their release of both these items as separate kits!

Another logical follow-up is 35018, German Panzerkampfwagen IV Ausf. C (limited Edition), following close on the heels of the Panzer IV D.

Trumpeter

Trumpeter keeps up the plastic pace in 1/35th scale with 330, JGSDF NBC Detection Vehicle, \$24.95; 349, USMC LAV25 Piranha Light Armored Vehicle, \$24.95 (118); 355, Hotchkiss 38H(f) German Observation Tank, \$24.95; 356, Soviet KV1 Model 1941 Tank Small Turret, \$24.95; 357, Soviet KV1's Ehkranami Tank, \$24.95; 358, Soviet KV1 Model 1942 Tank Simplified Turret, \$24.95; 359, Soviet KV1 Model





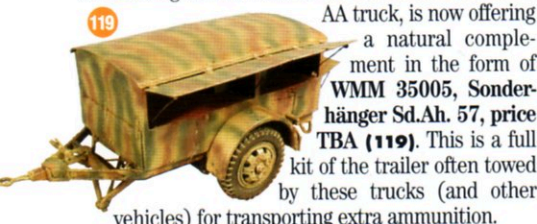
1942 Tank Heavy Cast Turret, \$24.95; 360, KV-1 Model 1942 Lightweight Cast Tank, \$24.95 and 361, Russian SAM6 Anti-Aircraft Missile w/Launcher, \$24.95.

It's a good-looking lot and if it kills us (and it just might) we'll bring it all to you for review.

Trumpeter is also kicking off a spiffy looking 1/48th scale line, putting to rest all those rumors about 1/35th scale Shermans... The first two kits will be 503, US M4A3 Sherman Tank, \$19.95 and 504, US M4A3E8 Easy Eight Sherman Tank, \$19.95. We are told to expect the same high level of detail in 1/48 we've seen in 1/35 and views of the test shots bear that out.

Weiner Modellbau Manufactur

WMM, the Austrian manufacturer who brought us the exciting new full kits of the Mercedes Benz 4500



AA truck, is now offering a natural complement in the form of WMM 35005, Sonderhänger Sd.Ah. 57, price TBA (119). This is a full kit of the trailer often towed by these trucks (and other vehicles) for transporting extra ammunition.

There's no U.S. agent yet, but see their website at www.wmm.at, or contact them at Weiner Modellbau Manufactur, Eichenstraße 6A/139, A-1120 Vienna, Austria.

Yosci

It's more in pure resin fun from the talented hands of Yoshitaka Hirano. HY35G17, Wittman in U boat jacket 1944, \$16.25; HY35R01, Russian female tank crew "Natalia," \$16.25 (120); HY35T01, German Tank Commander (half figure), \$12.00 and HY35G12, German army Female auxiliary, \$15.75. As always, very interesting and usual subjects you won't see in plastic (hey, can someone turn up the thermostat for Natalia?) Our U.S. prices were obtained from www.coloradominia-tures.com, but like the Taisho line, they can also be successfully ordered from www.miniaturepark.com

Zvesda

Zvesda knocks out another version of the Gaz truck with ZVE3602, WWII Soviet Light Truck GAZAA, \$17.95



(121). As you may, or may not know, this truck was the first mass produced truck in the Soviet Union and the standard workhorse of the Red Army during WWII.

Dragon USA is the importer of the entire Zvesda line. Their excellent website is a veritable font of knowledge at www.dragonmodelsusa.com



Book Reviews

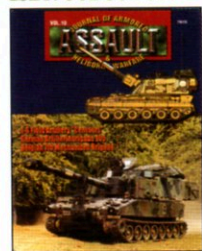
Rolling Steel – NATO's Self propelled Guns

by Carl Schulze & Walter Bohm

Concord Publications

Soft Cover 52 pages, color throughout

ISBN 962-361-679-1



COVERED WITHIN THESE PAGES are the modern heavy weights of NATO's self-propelled artillery branch. They come to you in 123 great color photographs. The photography is nothing short of excellent and was taken mostly under field conditions in Europe. In addition,

there are a number of shots of the vehicle interiors and engine compartments to round things out.

The text and captions are informative and well written. As an added plus for modelers, there are about a half dozen color side view drawings and numerous examples of various unit insignia.

Four different types of 155 mm S/P guns are covered, starting with the new state of the art German Panzerhaubitze PzH 2000. The British AS-90 S/P howitzer, which equips nine Royal Artillery Regiments is also represented. The American M-109A6 Paladin self-propelled 155 howitzer, of which over 900 were ordered, along with an almost equal number of M-992 ammunition carriers is well covered. And lastly, the French 155 mm GCT S/P gun based on the AMX30 hull and suspension is included. This would be good one for those who like big modern armor!

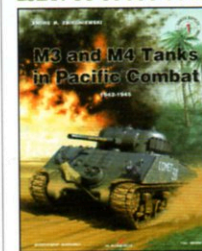
M3 and M4 Tanks in Pacific Combat

by Andre R. Zbiegniewski

Kagro Press

Soft Cover, 78 pages B&W

ISBN 83-89088-38-X



THIS TITLE IS DEFINITELY A combination of good and bad points in several different respects; namely the photographs used and battles covered by the text. However, it does contain ten detailed color side view illustrations of M4 Sherman, M3 Stuart and Japanese

type 95 tanks. Also enclosed is a sheet of decals for ten vehicles in both 1/35th and 1/72nd scale.

There are just over 100 photos, most of which were taken under combat conditions. As a result, some of them are grainy or a bit out of focus (excusable under those circumstances), but what bothered us was some that were taken from battles in NW Europe and two that were actually from the Korean War. The captions for these are, of course, totally incorrect.

Some of the tank combat actions covered by the text are from engagements at Milne Bay, Buna, New Georgia and Peleliu. All of which are some of the lesser known and less publicized battles of the Pacific war. We were glad to see this because information on those battles is difficult to find. On the other hand, except for Iwo Jima, none of the major Pacific tank actions (such as Tarawa, Philippines or

Saipan) are mentioned at all. This one is, at best, a very mixed bag.

Walk Around M2/M3 Half-Track

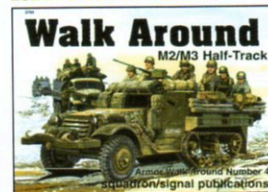
by Jim Mesko

Squadron/signal publications

Soft cover

79 pages B&W & color

ISBN 0-89747-480-5



THE M2/M3 HALF-track series served the U.S. military with rugged dependability and distinction throughout WW2. This is the fourth in this series

covering WW2 armored vehicles and, like the others, is absolutely outstanding. Within it's 79 pages you will find just under 250 photographs, half of which are in color. Also, there are two pages of five view line drawings and twelve color side views.

The photos of several beautifully restored half-tracks give you end-to-end, top to bottom coverage of just about every single component & section. The captions with each picture are informative, providing much useful information. In depth coverage of the basic M2, M3 half-track, M4 81mm mortar carrier and M16 quad 50 "meat chopper" is included. In addition to all that, there are eight pages devoted to post war modifications of the M3 half-track series by the Israeli Army.

While this is perhaps not the definitive book on the M2/M3 half-track, it is a great single source reference for modelers, as well as restoration and history buffs alike. Better yet, it is affordable for the average guy, which is a factor not to be overlooked!

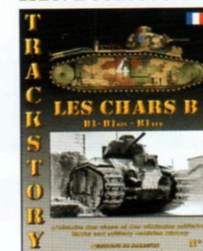
Trackstory No3 Les Chars B

By Pascal Debjou

Editions Du Barbotin

Soft Cover 61 pages B&W

ISBN 2-9520988-4-4



THE CHAR 1 & 1BIS WERE AN important part of France's armored force in 1940. It was inter-war design that boasted thick armor and it was armed with both a hull mounted 75mm and turret mounted 47mm cannon. It had many unique features and its design influence could be seen on the later British Churchill and American M3 Grant-Lee series of medium tanks. However, today it is one of the lesser-known tanks of WW2, so reference information on the Char 1 is difficult to find. Which in this case, makes the title all the more attractive.

The text captions (which have English translations) and photos cover the complete development and wartime use by France, occupation use and even its limited post war deployment. The photo selection is comprehensive and includes a number of pictures of the interior, engine and armament. Included are 74 B&W photographs, 18 color side views, four 5-view line drawings in 1/35th & 1/72nd scale. These are capped off with a six-page color section covering camouflage, vehicle names, tactical numbers and unit markings. This section alone is a gold mine of accurate references.

The author has done an outstanding job of presenting this armored vehicle in a format that includes clear photos, color illustrations, as well as a concise development and operational record. This book is nothing short of a find!

Back to the Future!

Dragon turns its eye to the classics with a fabulous new Tiger I



“Hi, my name is Pat and I’m a Tigerholic (Hi Pat). It’s been one week since my last Tiger.” You know, you’d think after all those Tigers I built for the Tiger book, that I’d be just SICK of the Tiger. But I’m not, which makes me think I have a serious problem. Well, no matter, we’re not here to discuss my problems, right? We’re here to talk about the NEW Tiger from Dragon Models. This is not just a single kit. Oh no, monkey boy, this is a SERIES of new kits. As of this writing, there are three on the market and more on the way.

It’s a funny thing. When I was slogging my way through the eight Tamiya Tiger I’s in the *Modeler’s Guide to the Tiger* (shameless plug), I was constantly thinking one thought: “Man, this brassiere is killing me!” No, no, just kidding, what I was thinking was, “it would be so cool if someone would fix all this stuff with an all new kit.” However, I apparently was not bold enough to unequivocally state this simple fact in the book. Part of this is due to the notion that I am fairly certain no one really cares what I say, but more importantly, I thought that there was no one out there in styrene land bold enough to do it. Boy, was I wrong.

Our salvation came in an unlikely form. Rather unexpectedly, Dragon Models decided they would blow the lid off the entire armor industry with kits that raised the bar waaaaaay beyond anything we have seen. I say unlikely because up until that point I, and I think many others, had been very pleased with the quality of the newest Dragon releases. Their Panthers were terrific, the Elephant and Ferdinand sublime. Everything seemed fine to me. But inside Dragon, the wheels (no pun intended) were turning and turning in a major way. They conceived a whole new generation of kits, with virtually everything the modeler, no matter what his skill level, would desire. And, best of all to die-hard Tiger fans (freaks?), the honor of the first subject went to the Tiger I.

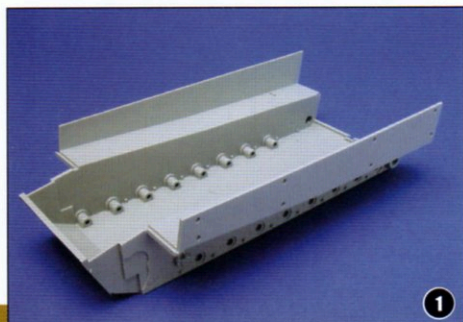
Now, I need to mention just how serious DML was about getting its new Tiger right. They hired Minoru Igarashi to consult on the project. This is the same guy that did all the illustrations for our Tiger book. So, if I sound a tad “gushy” throughout this review, it’s for good reason. This guy knows his shit.

Hirohisa Takada, who has also helmed all the recent DML German releases, supervised the project. This turned out to be an awesome collaboration that carries through to all the Tiger I releases.

I’ve got a lot of ground to cover here, so I’m going to switch to a caption format. You don’t mind, do you? I know the type gets a lot smaller, but I’ll try to write louder.

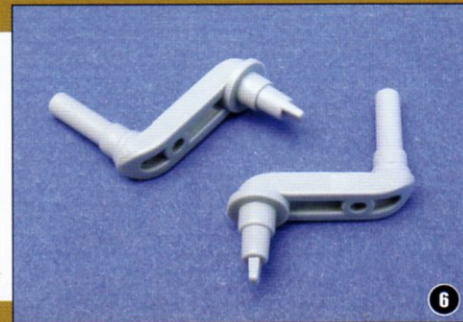
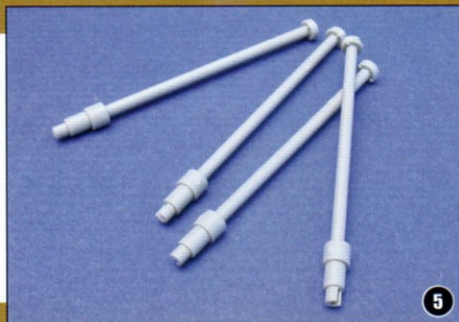
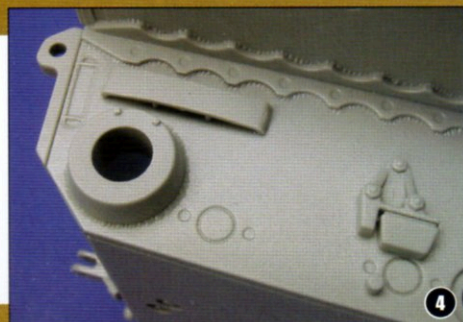
—Pat Stansell

I’m going to run through the kit from the bottom up, covering the hull construction and detailing, then going on to the turret, tracks and final detailing. Painting will follow that. OK? OK. • The genius of this kit starts with its hull. This is truly a generic part, which is no mean feat. Everything that would distinguish a particular variant is added as a separate part. **Photo 1** shows the basic part. Note that the final drives are separate, as are the hull sides. The portion seen here just serves as a platform for the part. **Number two** is the bottom of the hull and note here all of the proper details, such as the binding plates for the upper and lower hull, the welds on the sponson bottoms, as well as the various ports and hubs. **Shot 3** illustrates another generic aspect of the lower hull, the added engine access port. On this early version, both ports are round. Later, with the introduction of the larger engine, the one on the right was changed to a rectangular plate. • Moving on to the **photo 4**, more of the fine weld bead detail can be seen, as can the hull gussets. This part was once a common feature in aftermarket kits. The rear tow shackle part is in place here and a small seam is visible between it and the hull. Fill it if you will, but it’s barely visible with the tracks in place. The rectangular part above the idler socket is the track pin bumper. This is a separate part and the small supports beneath it



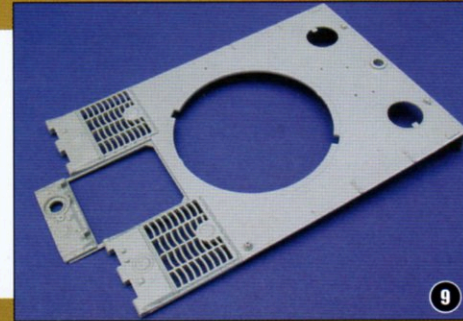
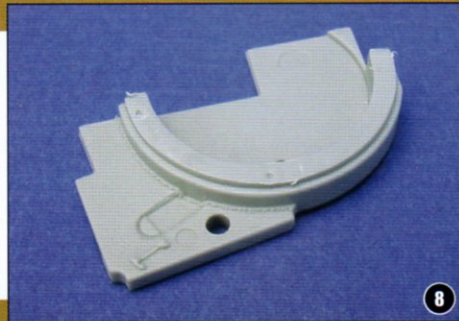
are visible. Also note the beautifully rendered bumper stop. • Changing tacks somewhat, **shots 5 and 6** show the separate torsion bars and arms. The bars will actually function and the small pins adjacent to the armholes in the hull lock them into place, if you don't want them to. The small

notches in the bars engage the torsion arms to operate. All the bars are in place in **photo 7**, as well as the final drive bases and final drives. I should note that I skipped ahead and added the rear hull panel (hey, I was excited). This is unwise, as the suggested sequence needs to be followed



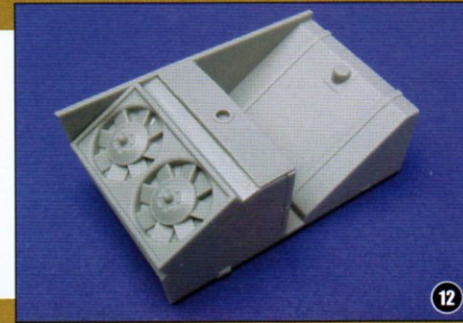
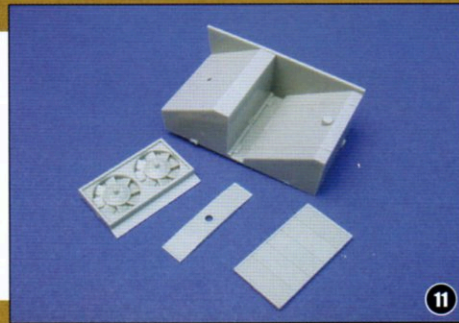
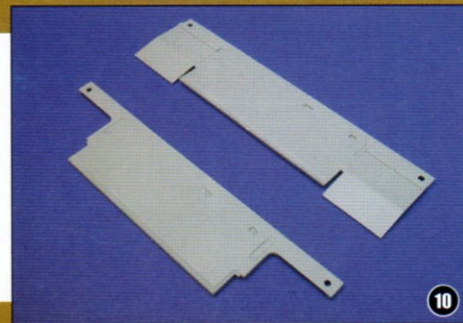
carefully in order to get all the panels lined up. • The actual final drive base is shown in **shot 8**. This is a very clever way to do this, because this area is one of the distinguishing features of each variant. This model is termed initial production and it is just that. The area depicted was indicative

of all Tigers produced until October 1942. • The basic upper hull is on display in **photo 9**. This part is not completely generic. Fascinating details abound, even with nothing else added. Those previously troublesome Bosch light hubs are part of the casting here and they are pre-opened to



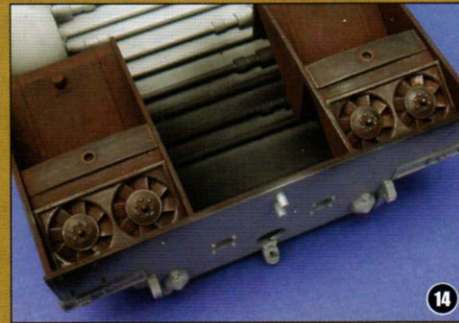
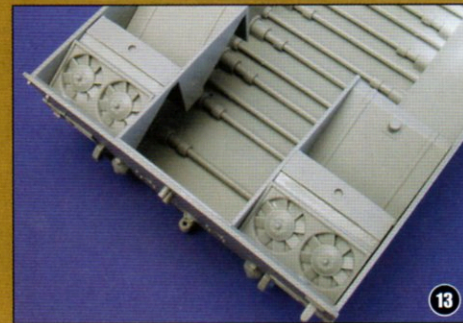
receive the electric lead. By the way, this is the first time these earlier shaped hubs have been rendered anywhere, to my knowledge. Also present are portions of the gun cleaning rod brackets, tons of accurate weld bead detail and cast effects on the rear engine deck. • Some of the cooler

options kick in at this point. **Photo 10** shows the optional front hull plate. Tigers are frequently seen in wartime photos with their fenders sheared away and this is a very nice touch. Both parts are highly accurate for this version. The telltale sign here is the absence of a milled ring around the

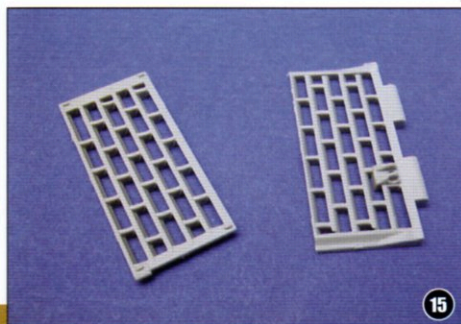


hole at the corners of the part. These holes are for mounting a small jib to change the drive sprocket. The milled ring popped up sometime before February 1943. • In keeping with the theme of cool extra stuff, Dragon provides a nifty radiator/fuel tank assembly to place inside the rear hull.

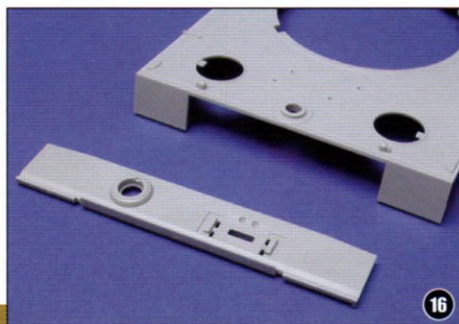
The basic parts are shown in **photo 11** and the finished assembly in **photo 12**. **Photo 13** shows them both in place in the hull. Of course, this area needs to be painted prior to sealing up the hull. I've done so in **shot 14**, using Tamiya hull red over a black base, then a rubbing with MIG graphite powder. Unfortunately, not much is visible due to the fact that



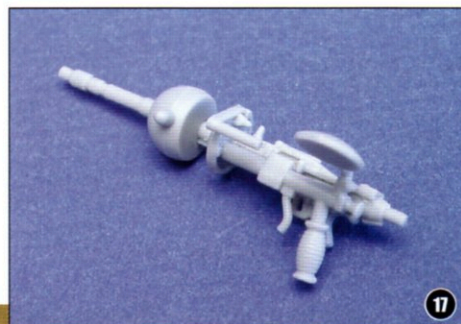
Dragon has rendered the engine deck grills as precisely the correct shape. You see, in order to keep bad guys from jamming stuff down the grate, they had an s-shaped profile. In order to render this, Dragon produced the part in two halves, split horizontally. One of the split grates is visible in **photo 15**. Do I HAVE to say that this is totally cool? • The very front hull section is another separate part and this can be seen on **photo 16**. Present are the distinctive holes above the driver's visor. These are for the K.F.F. 2 driver's periscope and were present on Tigers manufactured until February 1943. Because of a backlog of this part, the holes can still be seen in later production vehicles, although they were plugged and welded. Impressively, even the milled area where the driver's visor is installed is accurate. • A complete and accurate MG 34 is supplied for the radio operator's position. This is another first and what I like the most is that this isn't just a regular 'ol MG34 stuck in a hole. It has the proper armored barrel, as well as all the interior components



15



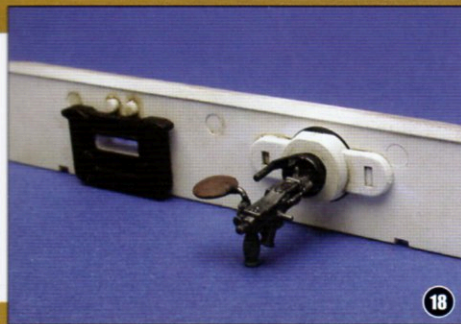
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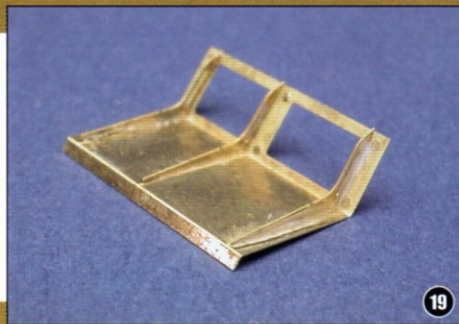
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(photo 17). Oddly, the instructions call for the bending of the arm that supports the head pad. This will break pretty quickly. Also oddly, this is no longer the case with any other Dragon kit that incorporates a similar part. One of the reasons I cherished this detail is that it is one of the few interior

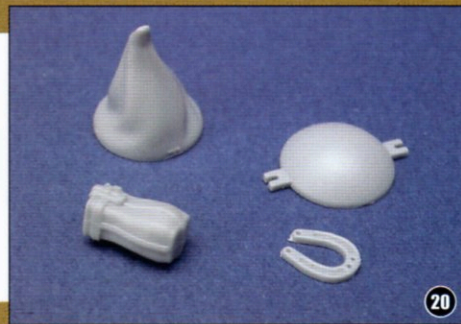
items that will be visible on the completed model. As with the radiator and fuel tanks, this area needs to be painted and finished prior to assembly (photo 18). A righteous little clear vision block is also provided and it can also be seen in this shot. • Moving along towards the backside of the



18



19



20

hull, some of the first photo-etch subassemblies make an appearance. These are the rear fenders (photo 19). Typically, one would assume these to be quite delicate, at least as much so as a comparable Aber part. However, they stood up to a fair amount of abuse and I was very pleased. •

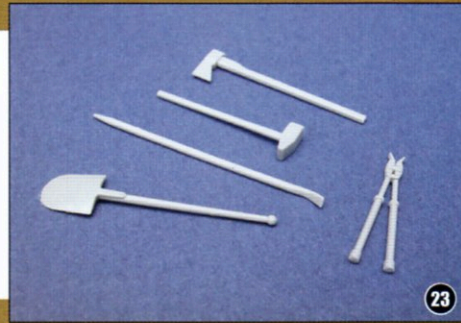
Photo 20 is further evidence of Dragon's intention to rock your aftermarket world. Clock-wise from upper left are the dust cover for the hull MG, the fording cover for the same, a horseshoe (for luck!) and a Gurtsack (ammo bag). • Now comes the part where I get teary-eyed. Please take a



21



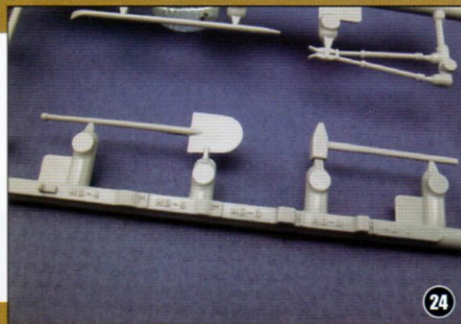
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23

close look at photo 21. Shown is one of two sets of Bosch light bases provided in the kit. Please further note that not only are they the proper shape, size and dimension, not only do they have the proper hex-shaped electrical lead locking nut, they also contain the PROPER SOCKETS FOR THE

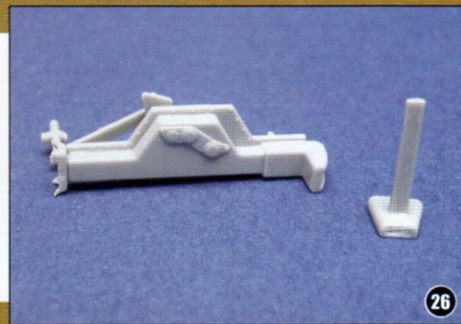
LIGHTS! ITS GOT FOUR HOLES, MAN! —IT'S GOT FOUR HOLES! Whew... Sorry about that, I was just a little overcome for a moment. • Moving along the hull top, it's proper to mention the inside front hull hatches at this point (photo 22). This is an area that hasn't been too badly overlooked in



24



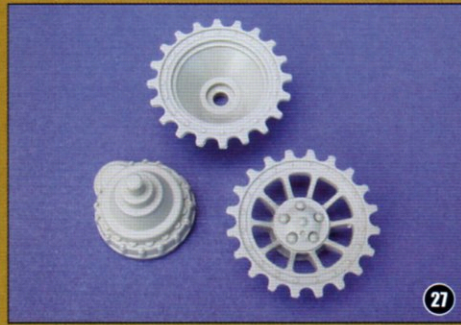
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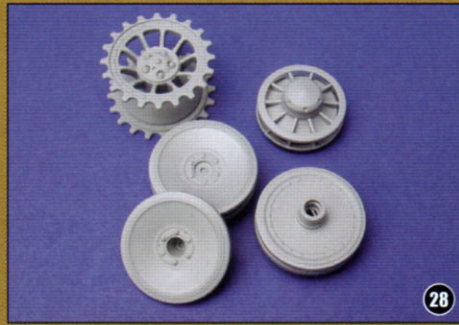
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past kits, but Dragon has still improved it, in my opinion. Don't tell anyone this, but the Tamiya ones have hideous sinkholes. You basically have to ruin the entire part to get them out. It'll be our little secret... Also note the location points for the clear periscope part. • If I were writing sub-

heads, at this point, I might say something like this: "Let's go tooling around." Boy, thank goodness I'm above those types of absurd puns. Two types of tools are provided, those with molded on clasps and those without (photo 23). I hope I'm not exaggerating too much when I state that this is the fulfillment of my most intense and fervent modeling dreams. This has been a great idea ever since Aber released its first tool clasp. However, Dragon has done us one better: They provide their own photo-etch. Additionally, there are forming templates molded on the back of the tool sprue (photo 24) keyed to the relevant parts. To be honest, I felt these really weren't needed, as the brass was quite easy to bend and the resulting shapes were every bit as accurate as an aftermarket part. The excellent results can be seen in photo 25. This also illustrates another aspect of Dragon's commitment: the pre-



27



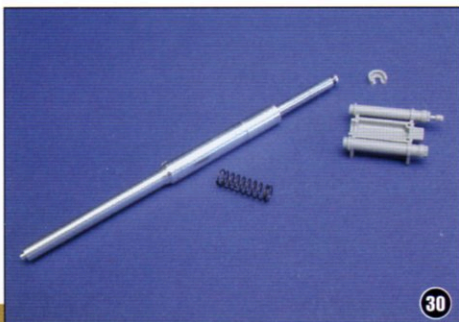
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formed shovel can. • The partially assembled jack can be scooped out in photo 26. The level of detail is pretty high here, what with its separate and extendable base. Cool, if you'd like to show it being used. • The basic final drive components are shown in photo 27. I have shown them again in 28, with the road wheels and idler for comparison. Awesome work throughout here, with the molded on tire markings and weld bead detail. • And now, turning to the turret. The basic shape will be



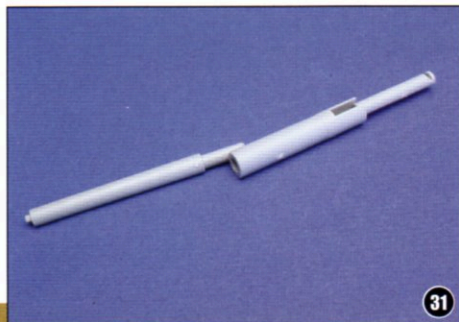
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familiar to most (photo 29), although the Dragon part does have the proper asymmetrical aspect to it. A metal barrel is provided, along with the rather silly option of workable recoil. I, for one, would never sit and play with my finished model (more than once, or twice). The barrel and spring



30

housing are shown in photo 30. In keeping with "options out the wazoo," a plastic two-part assembly is also provided (photo 31). Even if you have limited modeling experience, the metal barrel is a better choice. It's a cinch to assemble. For those of you who still wish to torture your-

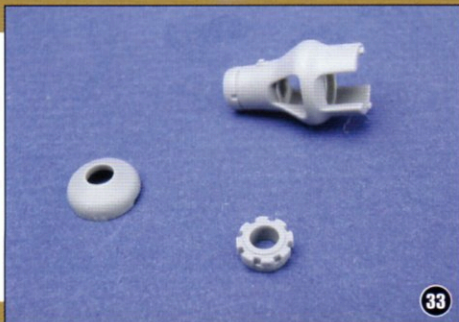


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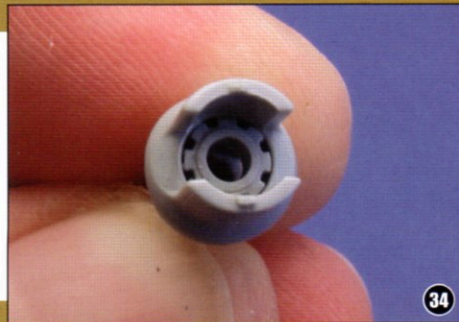
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selves, the old "two halves of a barrel" treatment (including the muzzle brake) is still in there. • A small, but notable deficiency of all previous Tiger kits was the absence of the gun barrel set screws around the barrel collar. They are present on both sides of the Dragon part—and on the



33

bottom, yep; there were a total of three. • Muzzle brake happiness can be obtained through the assembly of the spiffy multi-part muzzle brake (photo 33). This is really something for detail freaks; the larger section is molded in one piece! The interior flange is a perfect fit, even between



34



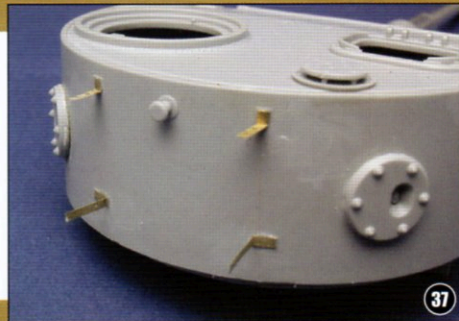
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my fat fingers (photo 34). • More basic interior detail is provided for the turret. Highly respectable commander's and gunner's seats are provided, as are detailed pistol ports (photo 35). They are all shown installed in photo 36. Like much of the rest of the interior, I have laid on a basic coat of

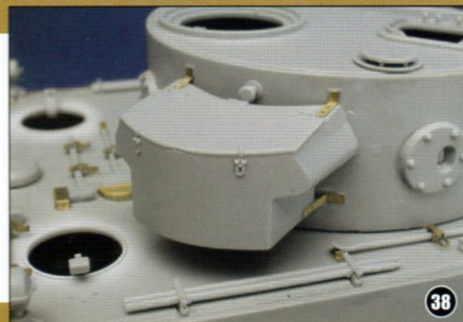


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white and then toned it down with a wash of dark yellow. This is perfect for just what is visible through the hatches. • Options for the turret include a choice of two different Gepack Kastens. One is the type seen on the Panzer III and IV, while the other is the unique double box configuration



37



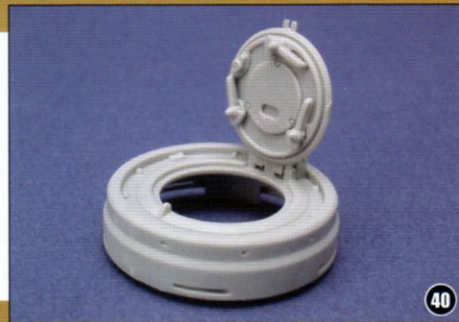
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seen on a tank from the s.PzAbt. 502. This is a clever addition to the kit. This was a feature of one of the first Tigers captured by the Russians (chassis 250009). I opted for the Panzer III style bin and photo-etched brackets are provided (photo 37). This bin was actually fairly common prior to

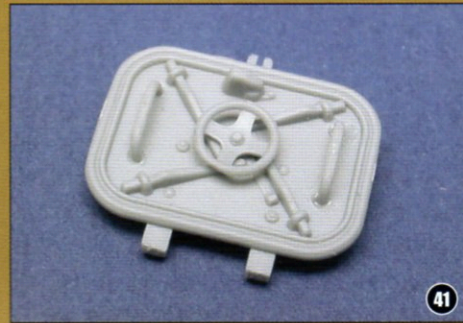


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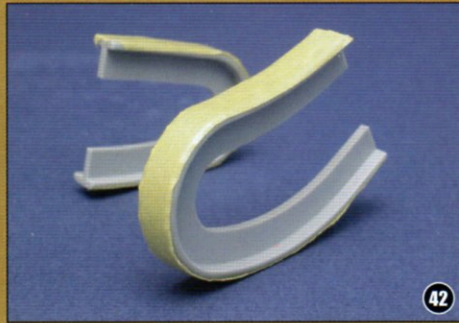
the introduction of the standard bin in late January of 1943. I've seen photos from several different units sporting these bins. It was thought that here were actually two different bins because of the protruding lifting lug. However, if you mess with the actual part, you'll find that it clears the lug just fine (photo 38). This photo also shows the completed upper deck with the gun cleaning rods in place. • Another item found in the kit's "jewelry" box is a pair of highly detailed smoke launchers for the turret. Each is composed of several different parts, all of which are pre-formed. To me, this is like manna from heaven. Previously, getting the angle just right on the two base parts is nothing short of a real bitch—but not here, it's all done when you pluck the parts from the custom made container. The milled aluminum launcher barrels are a perfect fit on the base plate. A competent photo-etch wiring array is also included, but I skipped this addition to save some time (photo 39). • The commander's cupola now makes its appearance. This is yet another "Amazapart," as it's molded as a single casting (photo 40). Not only is it one piece, it is one, NICE piece. Note the presence of all the proper drainage holes and the nut detail around the inner race. It is shown with its detailed hatch installed. The loader's hatch is also special (photo 41). • Getting back on track, I now turn to the... Tracks.



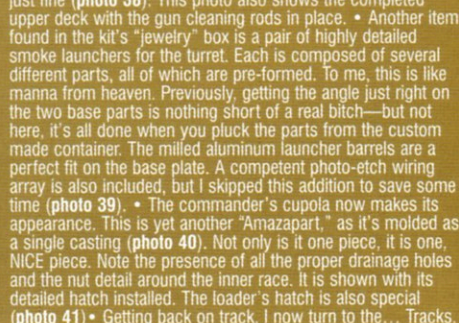
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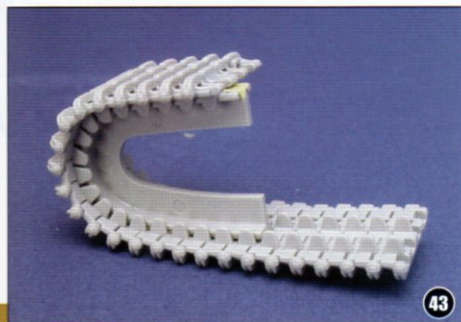
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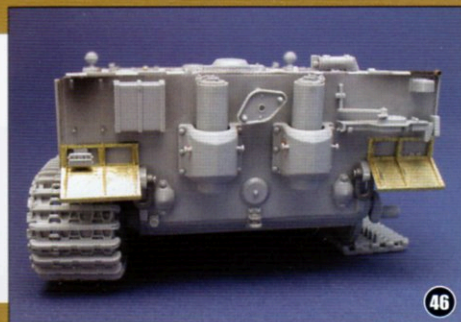
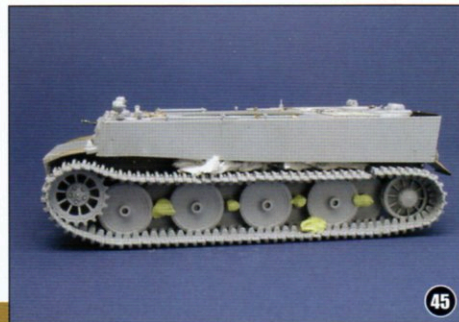
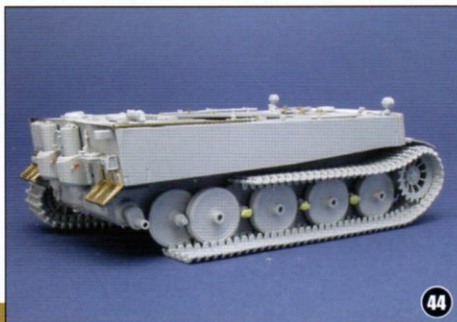
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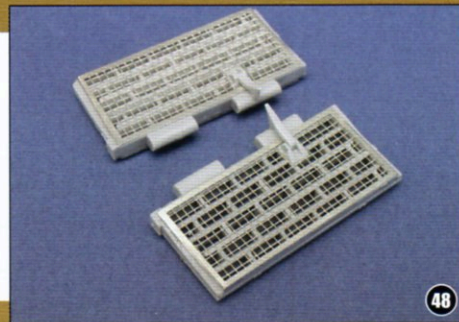
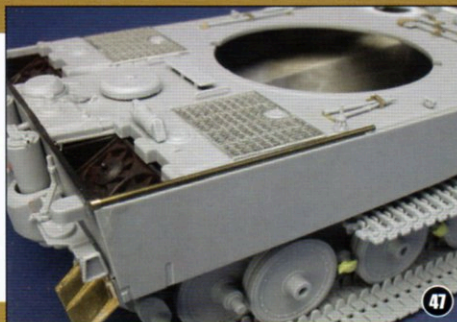
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The tracks provided in the kit are individual links and are dubbed "Magic Tracks," due to the fact that they are pre-trimmed, de-sprued and pre-bagged. Sounds like magic to me! I've heard some people complaining about the lack of a hole on the track guide horn, but that's just silly. Stop yer



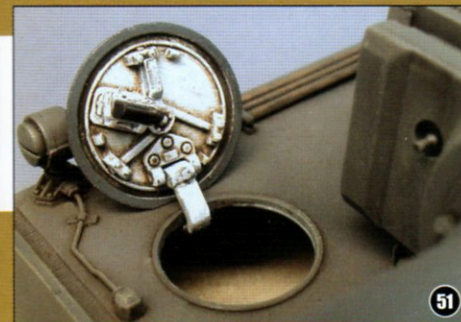
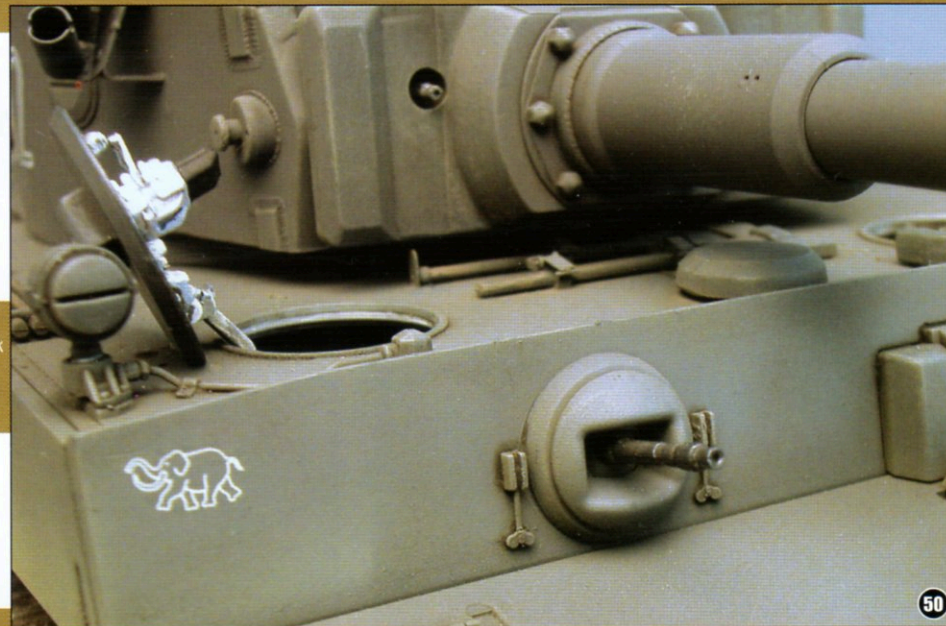
to the forms, so that the lengths won't stick to the form while drying. An in-progress length is seen cooking in **photo 43**. The remainder of track can be formed in straight sections, so a ruler is all you need. • Once all these sections are dry, it is just a matter of test fitting them to the hull. To



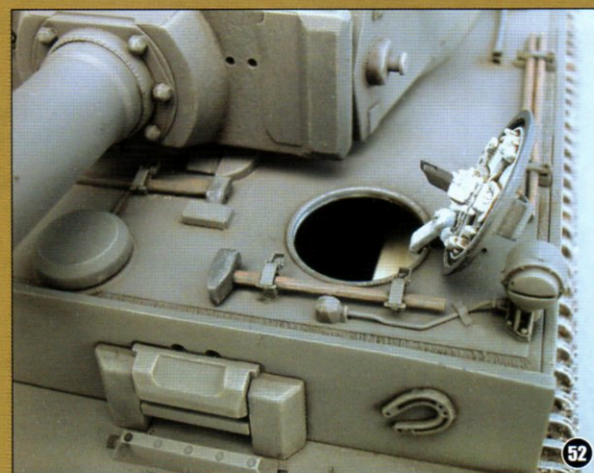
whining, laddie!!! If the whole pre-de-pre was not enough, Dragon also provides nifty styrene forms for the critical track areas. These are shown in **photo 42**. The idea is to assemble a short length using liquid cement and then wrap it around the form. I have applied Tamiya masking tape



smooth them out. • The completed rear hull is seen during the track process in **photo 46**, with all the details in place (check out the Frankenstein bolts on the exhaust covers). Those awesome metal

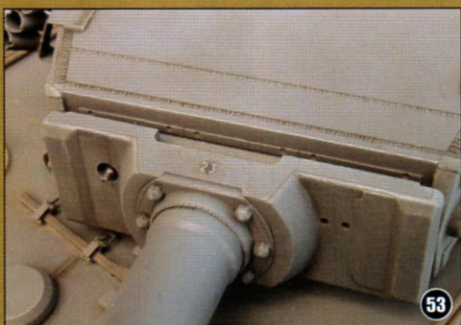


tow shackles and pins can be seen, as can the completed photo-etched fenders. And speaking of pre-formed, check out the milled antenna tube in **photo 47**. I seriously messed up the photo-etched jack brackets, so the supports you see in these photos are not accurate. Sorry. • The only significant omission in the kit is the absence of engine deck screens. Dragon has explained on their website that these couldn't be manufactured in time for the kit's release, due to their unique curved frames. Don't you DARE even think about complaining about this—you babies! I added the new frames recently released by Aber, set number G18. Dragon was right; the bends required along the thin frames are super tough. The Aber frames are scored on the reverse side, AND I used a bending tool, and it was still tough to make them conform to the shape of the deck panels (**photo 48**). • Among the clear parts provided are the ring and vision blocks for the commander's cupola. If you don't like working with clear parts, all of these items can be found on the C sprue in solid styrene. Thank you. I painted my inner ring white, per the instructions. You can mask off the clear areas adjacent to the vision blocks, but I just scraped off the paint. The blocks themselves were hand painted with Vallejo black and dry brushed



with gray. It's not mentioned in the instructions, but the head pads between the blocks should also be black (**photo 49**). • The kit was painted in a dark gray scheme indicative of the s.Pz.Abt. 502 in the fall of 1942. I went for a browner shade of gray that was affected with both a warmer mix of paint (Tamiya) and a browner "filter." FILTERS, HA! These kids these days, calling them "filters." In my day, all we had was a "wash" and we were damn happy to have it, too! Whipper snappers! To further enhance this effect, I dry brushed with a very light grayish tan. • Dragon provides a very comprehensive decal sheet that offers schemes for two Tigers of the s.Pz.Abt. 502. One is an overall, dark gray scheme and the other depicts a winter theme. Included are the distinctive elephants used by this unit, the large hand-drawn version and the more stylized mini version. • I'm a dry transfer guy, so I used prints from the Archer range, cheating a bit on the scheme by adding the hand drawn elephant to the rear of the stowage bin and another mini-version to the rear hull (no

photographic evidence). **Photo 50** shows the front hull mini-mammoth and some of my added stuff around the MG port. The wing nut and rods hold the deep wading cover onto the port. These are supplied in the kit as styrene bases with photo-etched nuts. I substituted 10 plastic rods and Grandt Line wing nuts. Further departing from reality, I painted the front hatch interiors white. This may have been done on very early vehicles, but I took the liberty because it was a little different (**photo 51**). Also seen here is the fabulous pre-bent Bosch light lead. I love this and I want to marry it... The left side arrangement is shown in **photo 52**, with a bit of the tool detail visible, too. All the tools were painted with Vallejo paints. • Great mantlet action is in evidence in **photo 53**. The intersection of all the various welds and panels at this point is spot on. Note the casting numbers on the top of the mantlet. Extras are provided, if you want to change the number! • **Photo 54** depicts the left side tool suite. The kit does provide the option of either two, or three cleaning rods on this side. I marked my tank as 112, primarily because I could not find any pictures of it... In **photo 55**, the awesome weld bead detail of the turret can be clearly seen. Some of the interior detail of



53

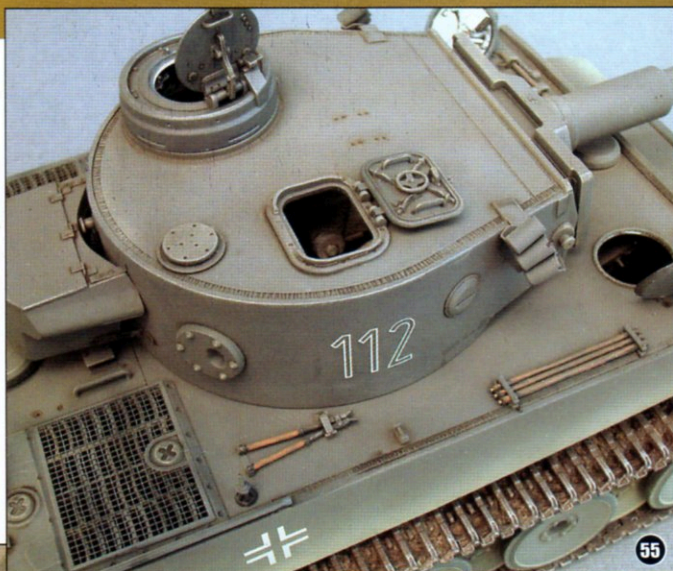


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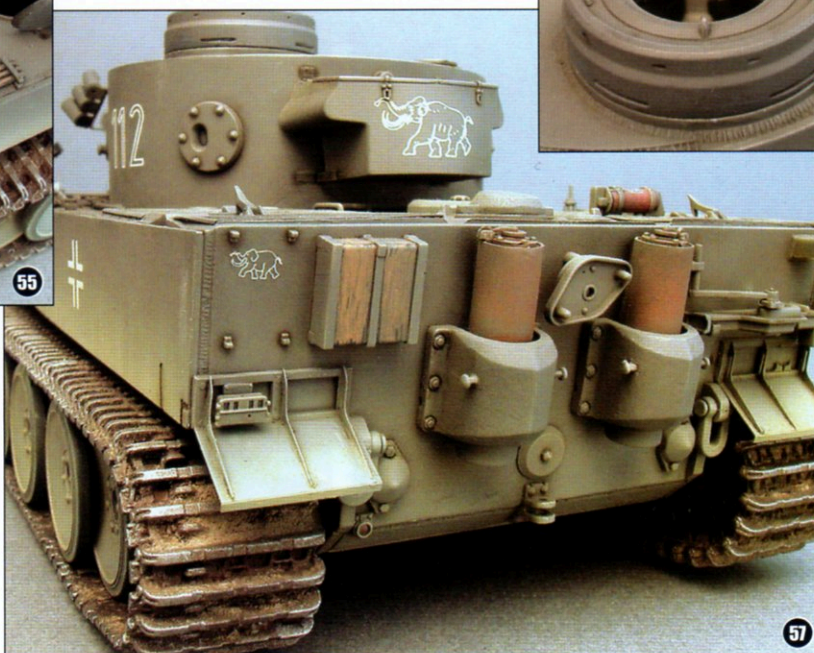
the turret is also visible. • Because the tanks were so new at this stage, I figured the fire extinguishers might also be brand new (**photo 56**). They were red out of the box; the placard is a generic Archer item. • **Photo 57** is an overall view of the rear end. I kept the weathering to a minimum, using over sprays and MIG Pigments. • Down the hatch! **Shot 58** reveals the vision blocks installed inside the commander's cupola. • **Number 59**: the famous tire markings—certainly a first in the world of the Tiger tank. Forget the tire markings, check out all that great weld bead detail. Whoa-waa! The tracks were painted off the model with a mixture of black, red brown and flat aluminum.



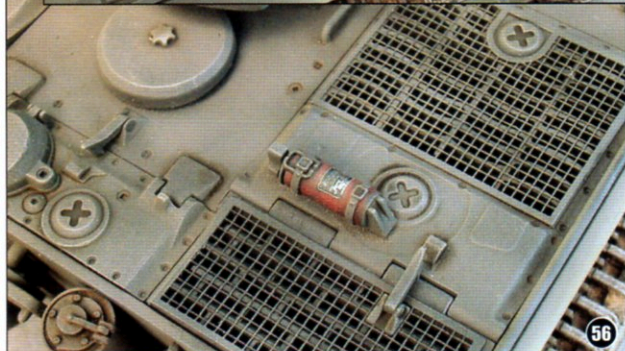
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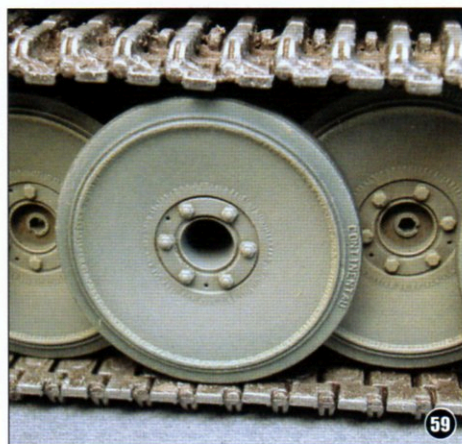
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57



56



59

MMiR RECCE

Dragon Pz.Kpfw. VI Ausf E. Sd.Kfz. 181 Tiger I Initial Production, sPzAbt 502 Leningrad 1943. Kit number 6262. Kit graciously provided by the manufacturer. Suggested retail price \$34.95.

References

There are no references available on the Tiger I. No? OK, here are a few of my favorites: *Tigers in Combat I* by Wolfgang Schneider. J.D. Fedorowicz Publishing 1994, ISBN: 0-921991-53-3. You know the one; combat diaries, unit descriptions, copious amounts of photo coverage, heavy as a brick. Ring a bell? About \$95.00, but if you don't own it, you're not allowed to call yourself a Tiger fan. Seriously.

Panzer Kampfwagen Tiger Achtung Panzer No. 6 by Mitsuru Bitoh, 1999, Dai Nippon Kaiga Co. Ltd. ISBN: 4-499-22706-2. Hundreds of great drawings depicting every little detail of the Tiger I and II. Owning this book will impress your friends and make you the life of any party.

MMiR Presents: The Modeler's Guide to the Tiger Tank, a Complete and Comprehensive Guide to Modeling the Tiger I and Tiger II in 1/35th Scale by Patrick A. Stansell, Ampersand Publishing Company 2003. I'm not sure who wrote this or why, but they sound awful shift to me. Probably not as good as an Osprey book...

A Pair of Deuces

A comprehensive explanation of U.S. Army .50 caliber truck mounts



Here are a pair of deuces... an CCKW-352 deuce and a half armed with the famed M2 heavy barrel fifty caliber machine gun. It is a M37 mount on a CCKW-352. The cradle is non-standard.

As you depress the trigger, the heavy staccato rhythm pounds your eardrums and the recoil makes the entire vehicle tremble, the sound and feel are unmistakable. Hurling a 1,744-grain bullet up to 6,800 yards downrange at a cyclic rate of 550 rounds per minute, with such accuracy that it has been used as a sniper weapon, the M2 can deliver tremendous punishment to its target. There is little doubt why John Browning's heavy machine gun, the M2HB, the "Ma Deuce," has been one of the most respected and longest-lived weapons for most of the last century. A properly selected and mounted weapon can dress up a cargo truck and certainly adds to the military look of a vehicle model.

The deuce and a half cargo truck and its cousins the 4, 5, 6, 7.5 and 10 trucks, all used a ring mount to support the machine gun, be it the M2 or one of its lighter brethren, the M1919A4, the BAR, or the M60. Depending on the truck and the year, there were a number of mountings developed.

What modelers generally think of as a ring mount is really an assembly of several components; the ring itself, the pintle, the carriage, and the mounting.

The Rings

The ring itself could be one of several styles of the M49, or a M66, or a M66C, with the supporting structure varying widely depending on the vehicle application.

The M49

The M49 ring is the most common, and provides for the weapon to be elevated 80 degrees, or depressed 20 degrees. The carriage assembly D40721 (Figure 1) was intended to be used with the M49 ring and allowed the weapon to be traversed around the gunner, as well as being pivoted on its pintle. The pintle assembly used was the D40733 (Figure 2), which was the weapon mount proper. Initially, the ammunition supply was supported by tray D40731, but that tray was later superseded by tray D90078.

The M49C

A "C" as the suffix behind the M49 indicates that the ring has a continuous bolt flange around it. This flange is used to mount the ring on the roof of a vehicle, such as high-speed tractors and the M26 Pacific tractor. An example of this type ring is shown to prevent confusion when selecting the proper machine gun ring for a truck.

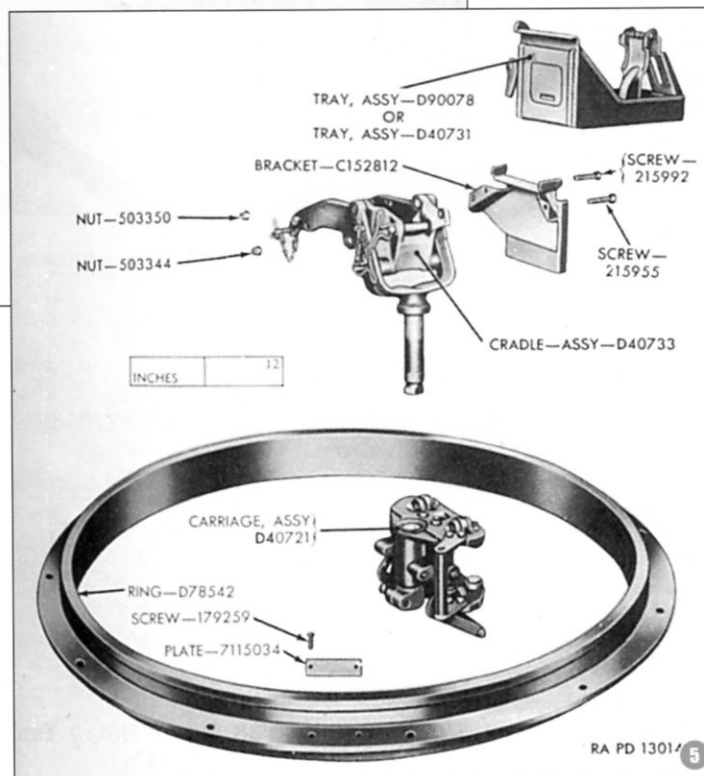
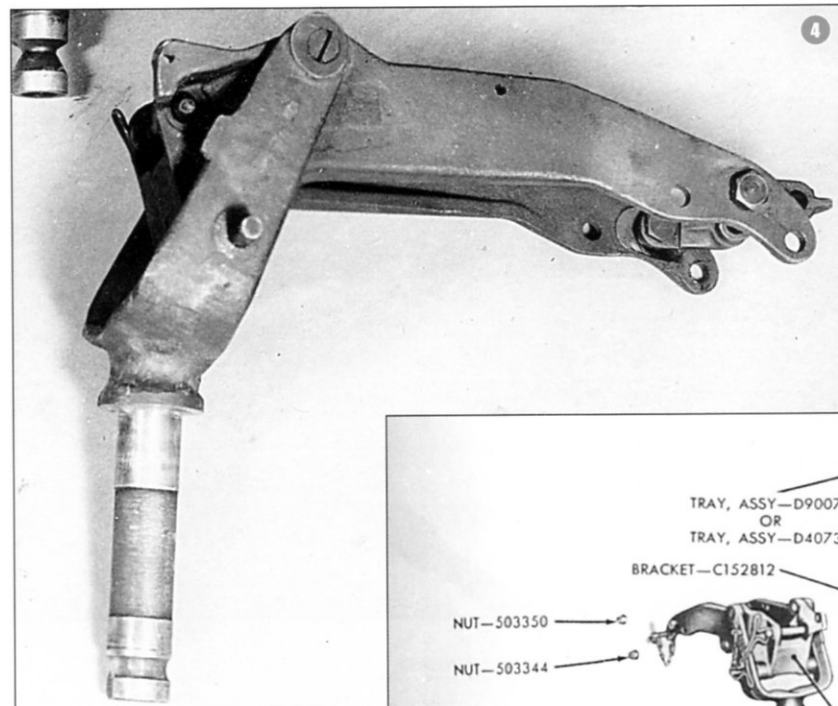
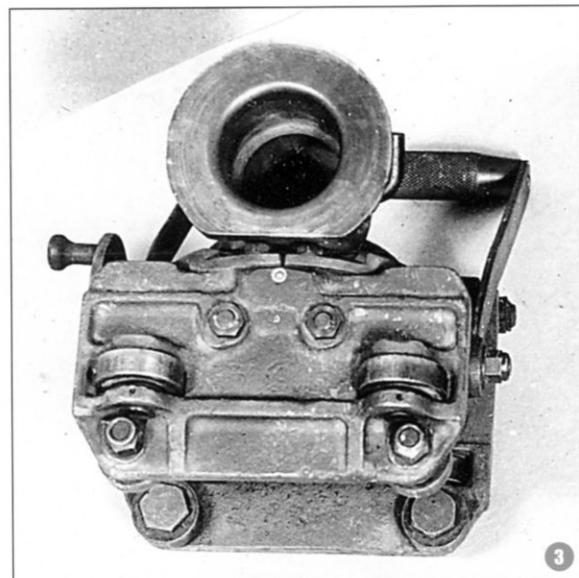
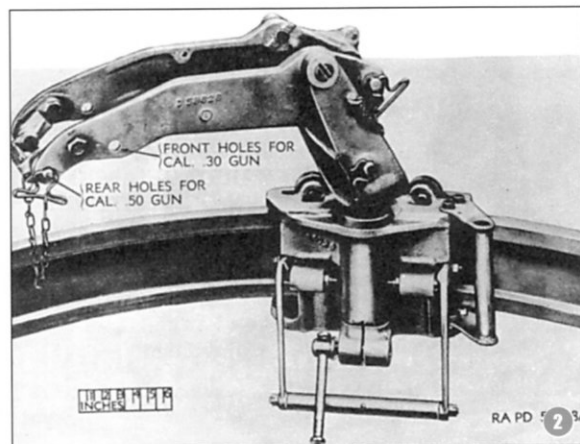
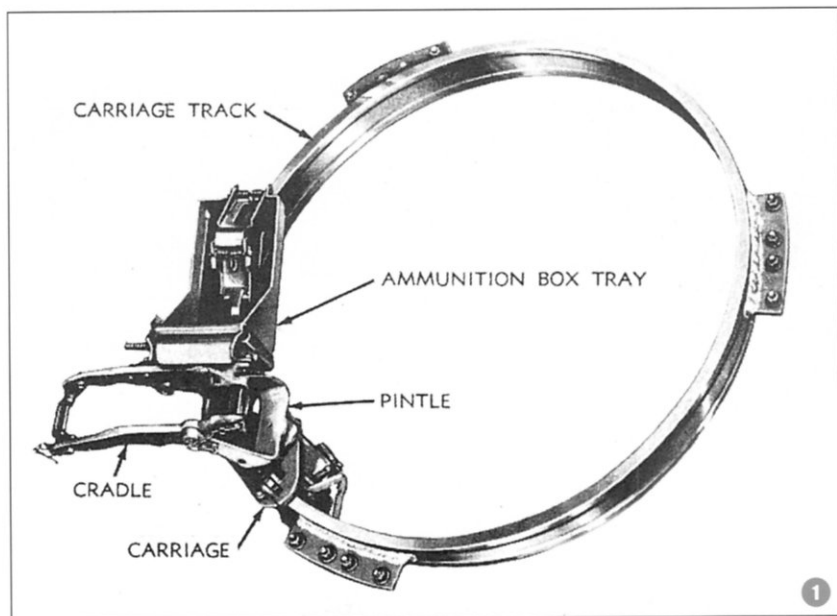
M49A1

An "A1" suffix attached to the M49 model number denotes that a particular ring is equipped with a backrest for the gunner. This backrest rotated in conjunction with the pintle and was intended to provide a means of better tracking aircraft. The ring itself and supports are identical to that used in the standard mounts.

The M66

The M49A1 was recognized as a considerable improvement over the basic M49 and this idea was expanded to a bearing equipped mount. It was initially made of steel and in two versions. The T106, which used roller bearings, and the T106E1, which used ball bearings. This mount was standardized as the M66 mount. While the mount was ballistically and operationally superior to the M49 mount, its great weight (276 lbs) precluded its use on trucks. Keep in mind, the pintle, machine gun and ammunition added another 255 pounds to this.

In March 1944, work began on aluminum versions of the T108 and the T108E1. Like the T106 series, the T108 had roller bearings and the T108E1 had ball bearings.



The Mounts

The most common mounting is the M36 Truck Mount. In its original form, the cast track support brackets were bolted to the posts. On later production, these brackets were bolted to the posts. Shown in Figure 13, it was used with the following open-cab only vehicles:

*CCKW both long and short wheelbase
AFKWX cab over engine truck*

DUKW amphibian truck

Studebaker and Reo US6 cargo truck

Diamond T 968 and 969 4-ton trucks

*Federal and Autocar 4, 5, and
6 ton tractors*

*Corbitt and White 6 ton 6x6 prime
mover*

Mack 7.5 ton 6x6 prime mover

MIA1 heavy wrecker

M20 6x4 12-ton Diamond T

mounting ring bracket.

The M32 mount, shown in Figure 4, was used on long wheelbase, closed cab 2.5-ton 6x6 trucks with conventional steel cargo bodies. This was the first mounting giving 360-degree anti-aircraft coverage from a truck.

The M37 mount was designed for use with closed cab, short wheelbase 6x6 trucks with steel cargo bodies. An example of the M37 mount is shown as Figure 12.

The M37A1 was used on the wooden bodied, short wheelbase deuces, and the M37A2 was used on the long wheelbase, wood bodied trucks.

Some of the more elusive of the WWII era mountings are:

*M37A3 mount, which was used
on CCKW fuel and water
tanker trucks.*

*M56 mount, designed for the
closed cab 4-ton Diamond T.*

*M57 mount used with closed cab
White 666 tanker trucks, as well as
the 4-5 ton 4x4 tractor and 5-6 ton
4x4 tractor. The 6-ton 6x6 prime
mover could use this mount, as well.*

*M58 was used on the Corbitt 50SD6
six-ton 6x6 prime mover, as well as
the 6-ton Whites that used the M57 mounts.*

*M59, which fits the closed cab G-547 Brockway
and Ward La France B666 6 ton trucks.*

The M36A1 was a later development with a new mounting ring bracket and was designed for use on the M-series 6x6 trucks. The M36A1 had a different

M60 mount, used on 4-5 ton Federal tractors, as well as 4-ton closed cab 6x6 cargo and wrecker trucks.

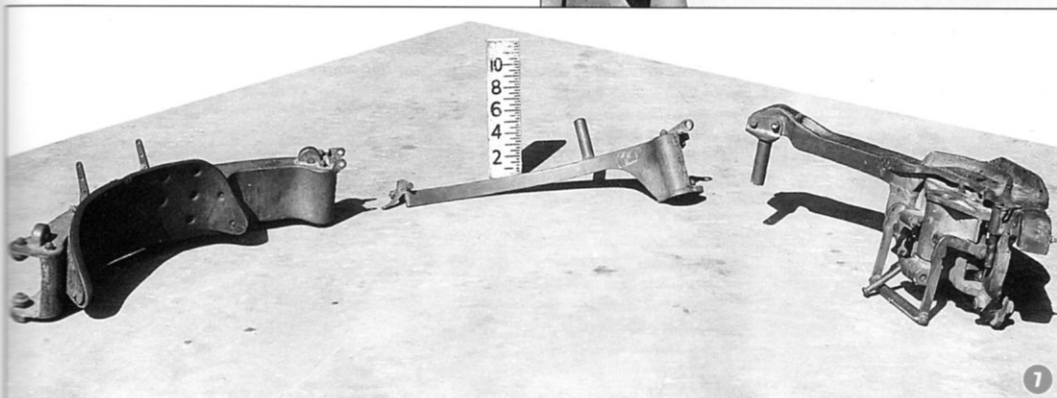
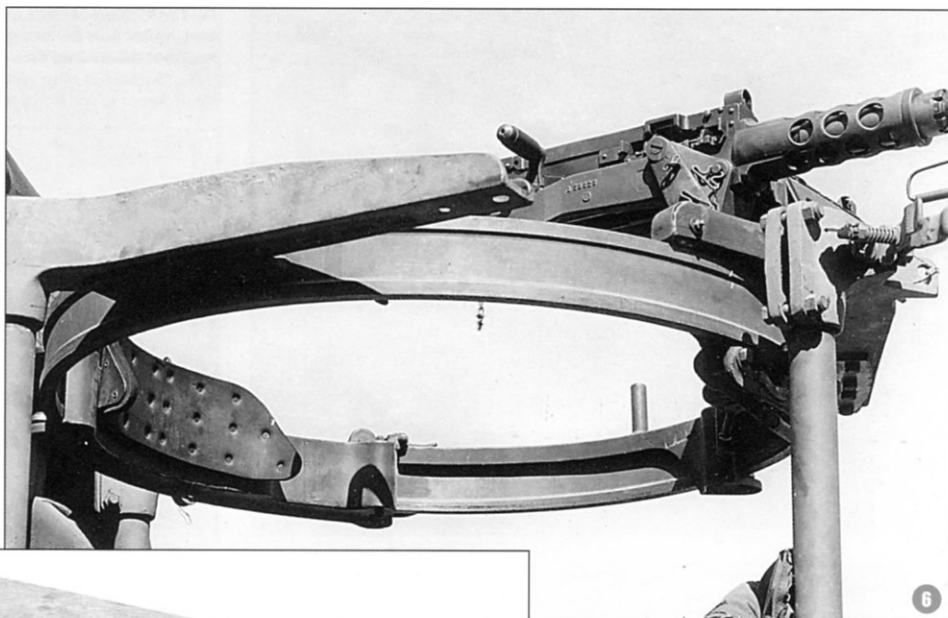
M61 mount, used with the 4-5 and 5-6 ton Autocar 4x4 tractors with closed cab, as well as 6 ton 6x6 prime movers.

The Weapons

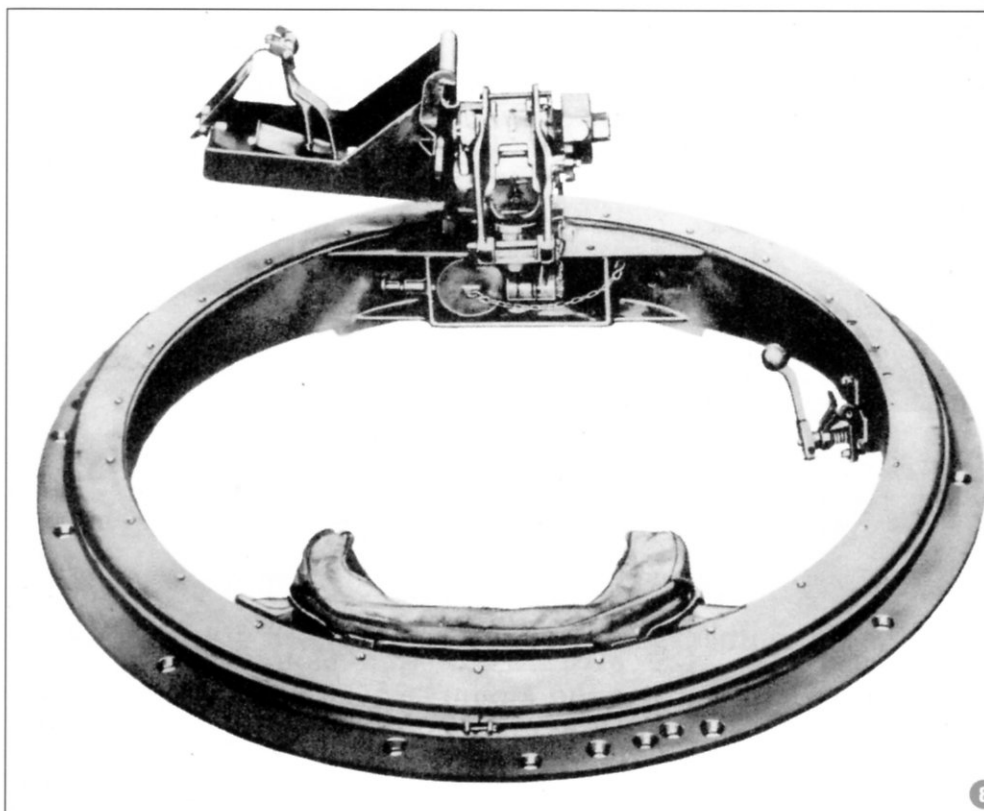
As mentioned in the introduction, a variety of weapons could be mounted on these mounts. Which weapon you select should be guided by the era your model represents, as well as what usage your vehicle represents. A vehicle marked for a laundry unit at Camp Ripley, MN would not have been equipped with a weapon mount.

Regardless of type of weapon fitted, a machine gun and mount over the cab certainly draws attention to your model.

—David Doyle



1. This photo from TM 9-2016 shows the basic component of almost all the ring mounts discussed in this article, the M49 ring. Also shown are the pintle, carriage assembly and ammo tray. 2. This close-up allows a better view of the moving parts of the ring mount. In addition to the carriage assembly traversing the ring, the pintle will rotate within the socket, as well as permitting movement through elevation and depression. (U.S. Army) 3. The carriage assembly used with the M49 ring was the D40721. Shown here is the very similar M35 carriage assembly. This was used with a skate rail, such as that found on Scout Cars and Half-Tracks. (U.S. Army) 4. The D40733 pintle as used on the



RING, ASSY - 7012727

PLATE - 7012729

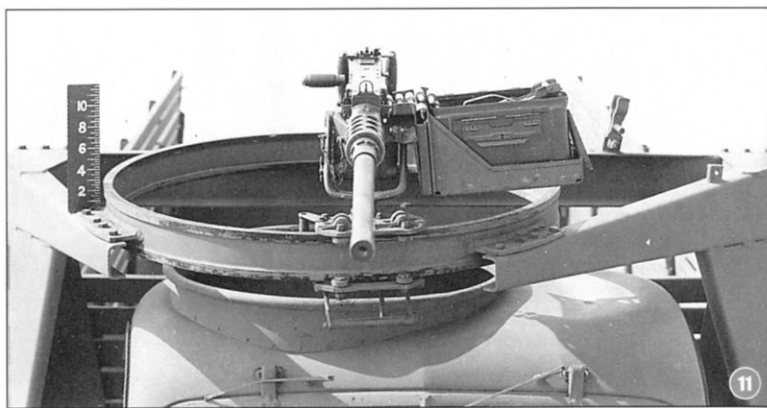
SCREW - 169462



D40721. It looks very much like the D58626 pintle used on pedestal mounts. The mounting shank of the D40733 is longer than that of the D58626. (U.S. Army) 5. The M49C ring assembly had a mounting flange around its perimeter. This mount is not correct for a wheeled vehicle. (U.S. Army) 6. The M49A1 introduced the idea of providing the gunner with a backrest, as seen here. Also notice the early style bolt-on track support brackets on this mount support. Later brackets were welded to the uprights. (U.S. Army) 7. These are the components of an early version of the M49A1. Notice the linkage that connects the backrest to the weapon carriage. (U.S. Army) 8. Even though it was developed late in WWII, the M66 ring mount shown here has only recently come into widespread use on wheeled vehicles. (U.S. Army) 9. The major components of the roller-bearing equipped M66 are shown here. In addition to the two concentric cast steel rings, the mount includes a large padded backrest and a special D80030 pintle. (U.S. Army)



10. The M32 mount was used to install the M49 ring on a closed cab CCKW as shown here. Notice how the heavy metal support appears to extend from the backside of the bed front all the way over the cab. (U.S. Army) 11. This front view of the M32 installation affords us a clear view of the elaborate bracing required not only to absorb the recoil forces of the firing weapon, but also to support its weight in rugged off-road

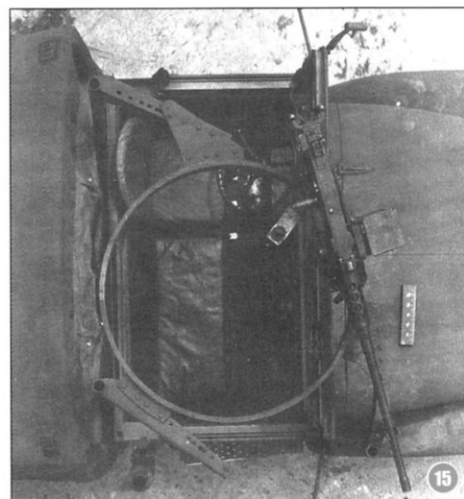


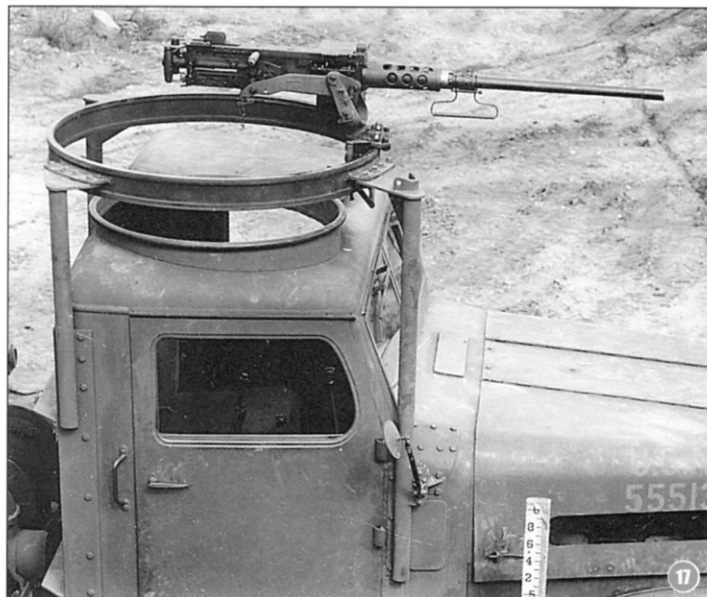
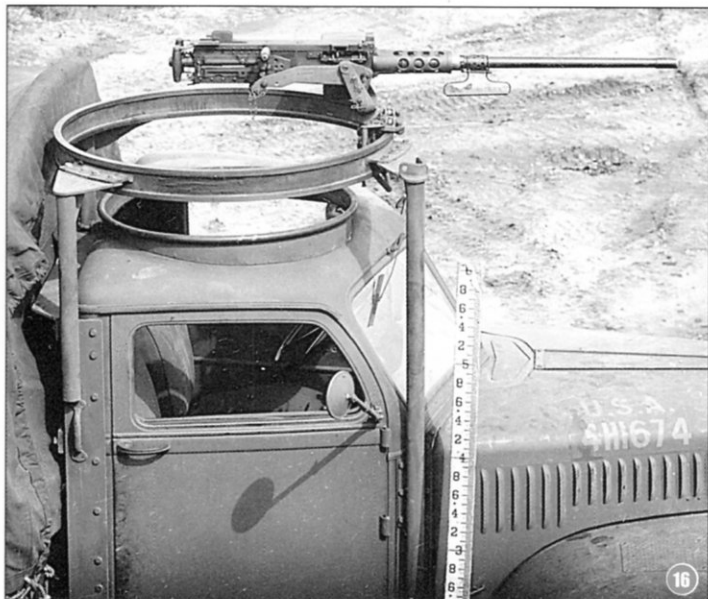
conditions. (U.S. Army) 12. The closed-cab CCKW-352 utilized the mount M37 to attach its anti-aircraft weapon. Notice, unlike the M32, only a small reinforcement extends to the rear of the front of the bed. Variations of this mount were used on short-wheelbase trucks with wooden beds, as well as on long wheelbase CCKW tanker trucks. (U.S. Army) 13. The M36 mount

was the most common ring mount used during WWII. It could be installed on all the open cab 6x6 trucks the U.S. Army fielded during WWII, including the DUKW. This November 1943 shows an early prototype of that mount installed on the vehicle that pioneered the military standard open cab, the rare open cab US6 Studebaker. (U.S. Army)

14. With the adoption of the next "standard military open cab," that of the Reo G-742, there came a need for a slightly different mounting. This is an early M36A1 machine gun mount installed on an M34 cargo truck. Notice the slightly different shape of the track support brackets when compared to those in 6. (U.S. Army)

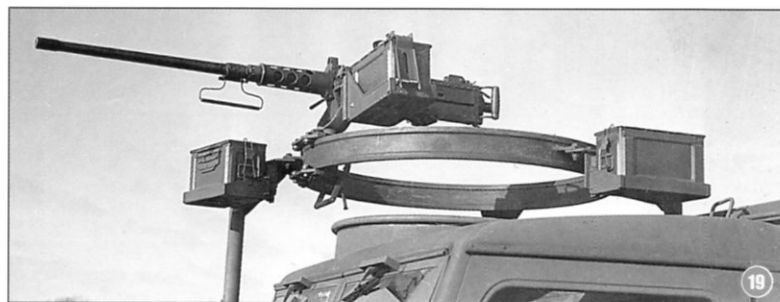
15. Because the automatic transmission-equipped GMC G-749 trucks did not use the standard military cab, it was necessary to create a mounting kit just for them. This kit is the M36A2, shown here. (U.S. Army) 16.





The mount initially developed for the four-ton Diamond T 6x6 trucks was the M56 mount shown here. Other mounts developed later for other trucks could also be used.

The roof top ring for the truck's cab was included in all mounting kits M56-M61. (U.S. Army) 17. The M57 mount was the mount of choice for White 6-ton 6x6s as well as certain truck tractors. All of the ring mount kits for closed cab 6x6s are hard to find now, especially those for trucks larger than 2.5 tons. (U.S. Army) 18. The Corbitt 50SD6 six-ton 6x6 prime mover had its own ring mount kit, the M58. The M58 could also be used in place of the M57. (U.S. Army) 19. The M59 mounting was used to provide anti-aircraft defense for B666 bridge erection trucks.



Although in theory, 25% of U.S. 6x6 trucks were provided with weapons mounts, that percentage was not universally applied. Trucks such as bridge erection trucks, which were used in forward areas, were more frequently armed than those in rear areas. (U.S. Army) 20. This 4-5 ton Federal 94x43 tractor is equipped with the mount M60. These trucks were widely used by transportation units moving equipment from rear areas to forward units. (U.S. Army) 21. The similar Autocar tractors used the M61 mount as shown here. The need to protect supply convoys from air strikes was great, although it was generally conceded that the vehicle would have to be stopped before there was any hope of the anti-aircraft gunner hitting his target. (U.S. Army)



Battle of the Panzer I's

THE ITALERI AND DML KITS GO HEAD TO HEAD



The superb Tri-Star Panzer I Ausf. B reviewed in MMIR 31 was praised for its accuracy and thoughtful attention to detail. Now, Tri-Star – once positioned to clinch the rights to a retooled Panzer I series—now must contend with Dragon. The arrival of Dragon's Panzer I Ausf. B challenges Tri-Star, but also stands in direct competition with the Italeri/Testors Ausf. B kit from the 1970s, currently marketed by Zvezda. How does the Dragon kit compare? Obviously, the modern tooling used by Dragon gives them a considerable advantage, so a feature-by-feature comparison is not useful. However, it still may be interesting to build the two straight from the box to determine if the time worn Italeri kit and its aftermarket upgrades truly are obsolete.

The original Italeri Panzer I Ausf. B also existed under Testors and Zvezda labels. Although this example is by Testors, it is referred to as Italeri in the review text. Both kits are described simultaneously, as each progresses through assembly.

History

Recognized as the breakthrough design that Germany's fledgling Panzer force needed, the

Panzer I began service in 1934, with the Ausführung B appearing in 1935. Its combat campaigns included France, Poland, Spain, Denmark, Finland and North Africa. It was light and fast, but weak in protection and weaponry at the start of World War II in 1939. Frontline phase-out was completed in 1941.

Enter the Dragon

Dragon packages its Panzer I as five gray styrene sprues, of which two hold the track and suspension pieces. The lower hull tub is a separate piece and features molded-on rivets and access panel detail. More sprues contain the two figures and clear lenses. Cartograph waterslide decals depict six vehicles in four combat areas, and appear very thin and sharply defined and saturated. The eight-page instructions reveal exploded-view line drawings, sprue parts layout and paint suggestions. An extra insert corrects omissions in step six. A photo-etch brass fret contains the muffler guard, ten convoy light parts, engine deck grille and smoke grenade cap chains (**photo 1**).

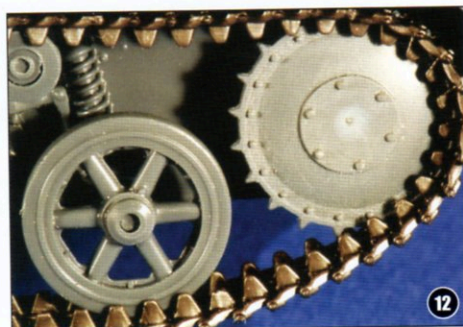
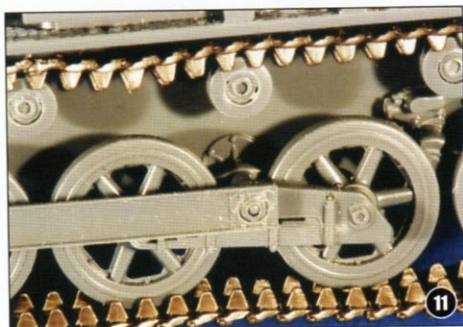
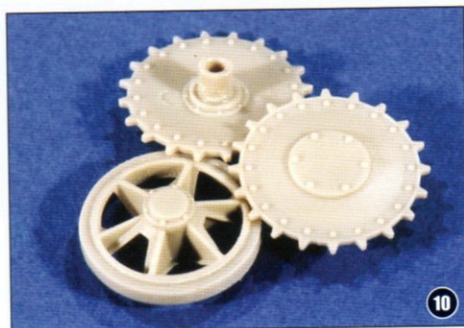
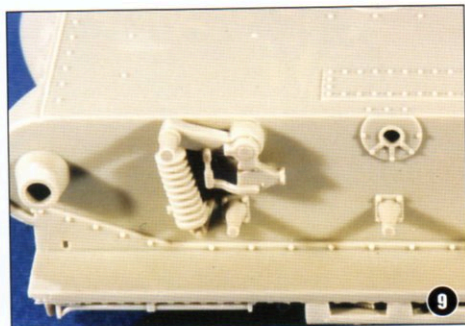
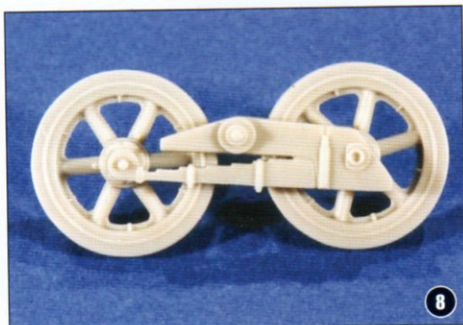
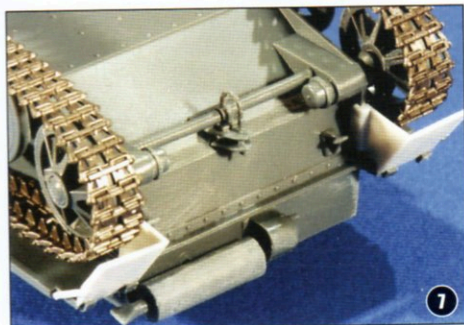
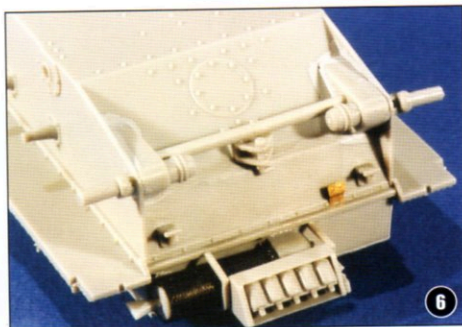
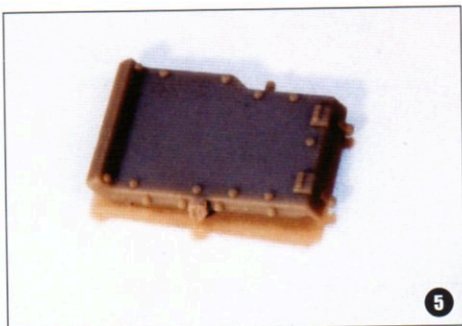
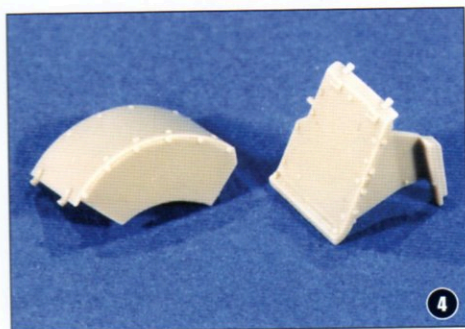
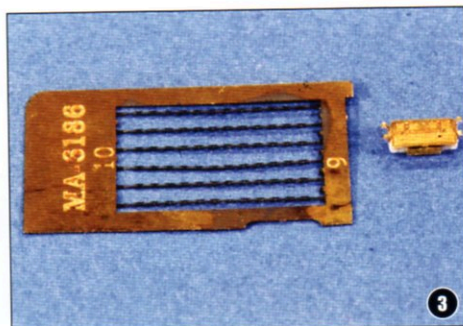
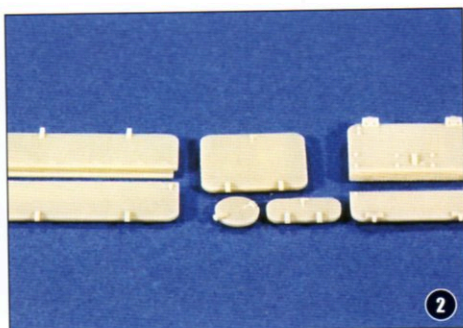
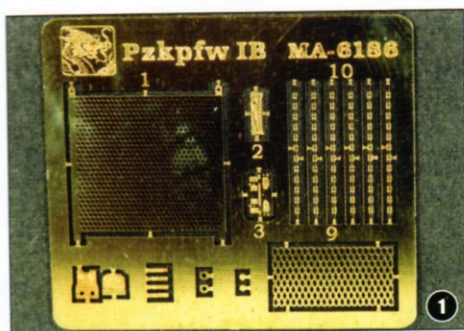
Consistently sharp and clean describes the contents. Welds, rivets and screw heads finesse surfaces, and separate hatches and hull visors facilitate internal detailing, if undertaken (**photo 2**). Visible

ejector-pin marks are few and mold seam lines faint. Individual links form the track runs and completely avoid ejector-pin marks.

Italeri's simple packaging provides two dark gray styrene sprues, and the rubbery, single piece track lengths and muffler guard. Part location may frustrate, since the numbers only exist on the instruction sheet. The single figure is toy-like and crude compared with today's standards. The eight-page instructions feature exploded view drawings amply described by text and accompanied by painting suggestions. The waterslide decal assortment offers five choices, including the Deutsches Afrika Korps and Spain's Condor Legion. Edges are slightly fuzzy, but saturation is good and, more importantly, the thickness is not excessive.

Unfortunately, mold seam lines, ejector-pin marks, and even flash make appearances on nearly all of Italeri's parts. The overall finesse is good for its age, but doesn't compare well with today's kits. Welds really don't exist and the rivets, if present, appear understated. Only crew access hatches on the hull and turret are separate, but they do possess some internal detail.

The track's rubbery composition makes them



weak on detail, springy to install and notoriously resistant to paint adhesion. Optional modifications to the engine deck equip it for tropical service.

Lower hull

Dragon's hull tub comes molded with nicely textured fenders pre-punched for tool placement. Underneath, all is detailed, complete with rivets and access panels. The separate front plate fits flawlessly; depicting welds across the top and rivets on the bottom. The rear plate also fits extremely well, but there actually are two plates, one containing the smoke launcher cutouts. The two-halved exhaust muffler duplicates exactly the Italeri muffler; down to the incorrect guard bosses. Shaved off and hollowed out at the pipe outlet, it then can accept the photo-etched mesh guard. The guard will interfere with the optional smoke grenade launcher, if not shaped correctly. Dry fit both parts together to establish a shape that works. A teardrop shape works better than a circular one. The instructions

clearly show the options that involve the convoy light, but offer no guidance to aid in selecting them. In production, three distinct convoy light variations existed. The earliest were dome-shaped with half-circle lenses, later ones becoming rectangular with slits. And finally they were reduced to a single horizontal cylinder. The photo-etch fret replaces the facing on the rectangular one and provides tiny clips for the flap (photo 3). The bracket itself is optionally a single styrene part or made from six photo-etch parts. The smoke grenade launcher, primarily an early to mid-production feature, uses cap chains from the kit's photo-etch fret.

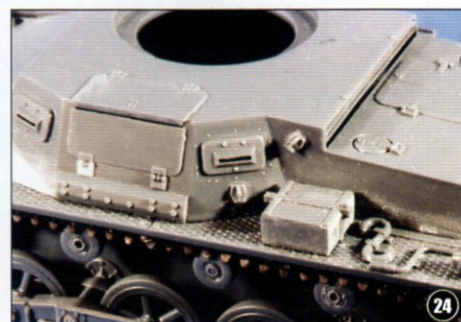
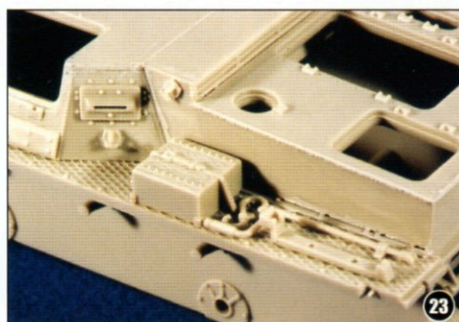
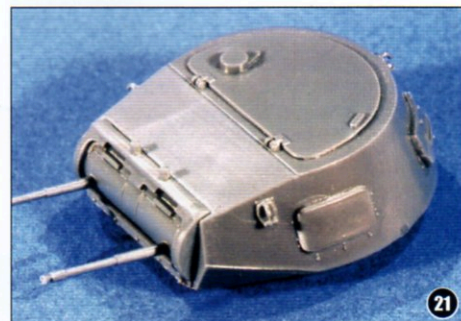
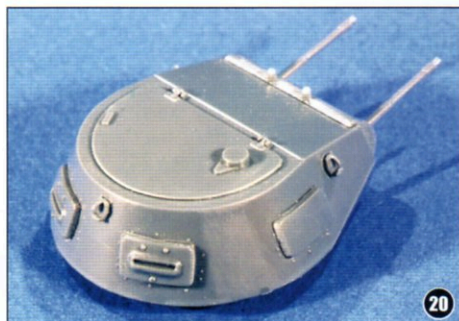
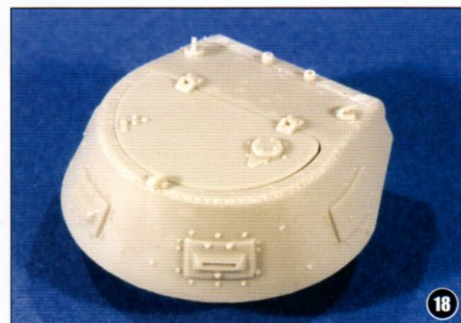
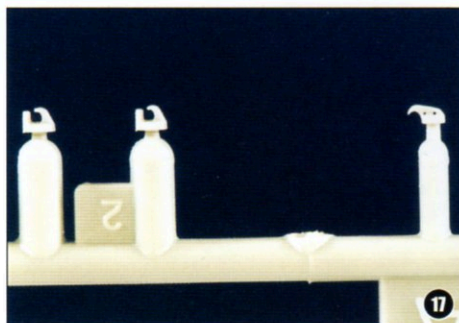
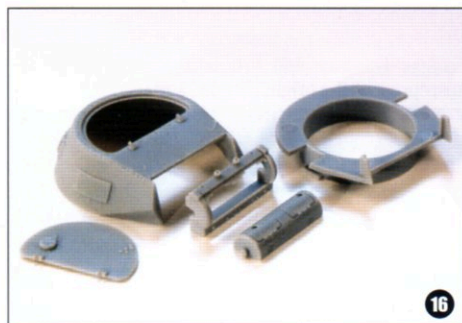
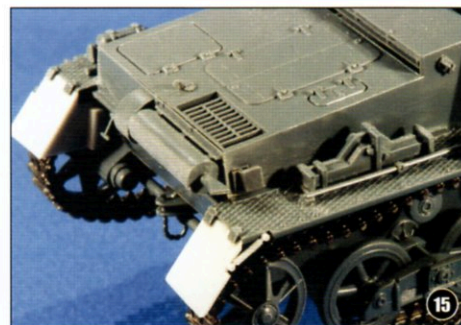
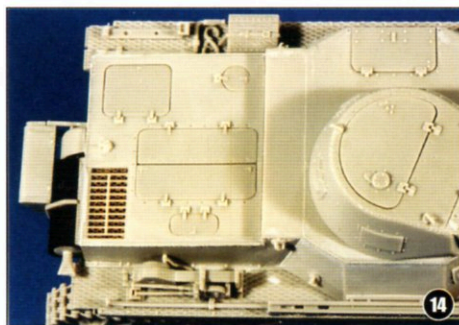
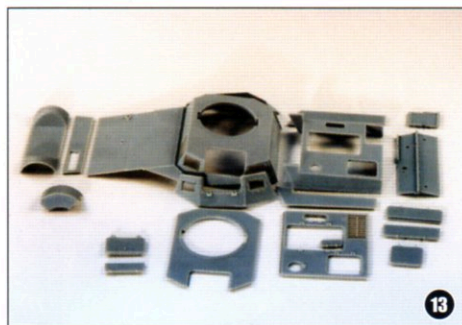
More rear details to install are the towing hitch with separate pin, idler tension dust caps and lift hooks. Early and late options exist for the mudguards, but visible ejector pin marks are present on both inner and outside surfaces (photo 4). Also annoying is the location for the sprue connection—right between two rivets (photo 5). Much better are the

springs that attach to tiny pins on the mudguard itself. The idler mounts may take one of two reinforcement bar options, as directed in Steps 2 and 9 (photo 6).

Italeri also molds the hull tub as one piece and features a separate front plate with optional supplemental armor plate between the drive housings. The rear plate details much the same way as Dragon's, but not with as many parts or options. The tow pin is the high point, with a delicate chain molded to the release pin. The bent rubber muffler guard is an embarrassing part best left off (photo 7).

Suspension

Assembling the Dragon wheels and bogie units is pleasingly simple, cap and grease fitting detail is nice, and they remain moveable. The wheels must face the correct way to match the bogie units, and the instructions help (photo 8). The front wheel spring is separate and benefits by having the correct shape (photo 9). The drive sprocket, detailed on both sides, also solidly attaches to the hull to be



sure the track aligns properly. The rear idler attaches securely, but allowances for track adjustment are possible. Unfortunately, the idler wheel misrepresents the real Ausf B idler design (photo 10). It should not have a solid rubber tire, but a cast metal rim and a framework appearance.

The Italeri wheels and bogie units operate the same as the Dragon parts, but suffer from pesky seam lines. Especially hard to remove are those are the leaf springs (photo 11). The drive sprocket face suffers from a sink mark and is difficult to repair due to surrounding bolt detail (photo 12). Flash is present on some return roller bolt caps and they don't fit that well. The front wheel spring is neither cylindrical nor separate, like it is in the Dragon kit. The idler wheel is better than Dragon's, but still lacks the open appearance of the original.

Upper hull

"Unconventional" might aptly describe the approach used by Dragon to construct the upper hull.

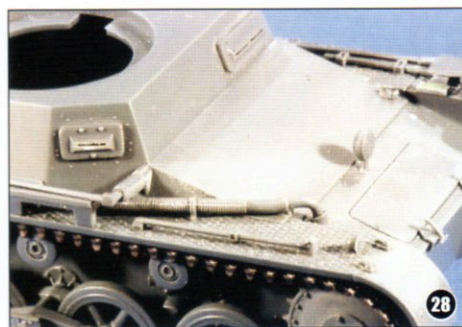
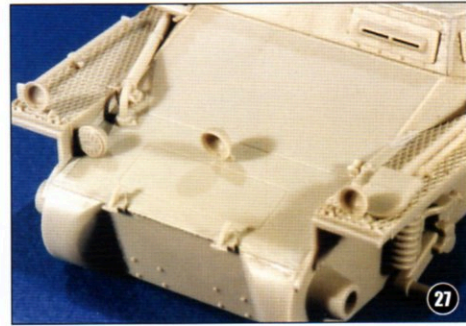
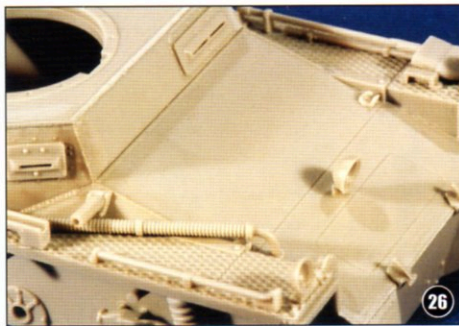
Exterior panels mated to an inner shell ensure proper angles and also allow nice welds at the joints (photo 13). Dry fitting beforehand helps point out attention areas, but the fit is not perfect and slight gaps occur. Installed first are the side and front panels, followed by the roof. This assembly then mates with the lower hull for a terrific fit with the engine deck sides installed. Important to remember is the photo-etched grille underneath the engine deck, which must precede the deck's installation (photo 14). The last roof panel and the ventilation louver finish the hull construction, and then resulting gaps are filled. The panel behind the turret should not have its seam filled. Hatches may be open or closed, but ejector pin marks are visible on inside surfaces. Italeri takes a more traditional approach, with the single-piece upper hull fitting directly to the lower hull.

The hull visors are separate, but some have flashed over view slits. The instructions describe the optional tropical configuration that opens up more

deck ventilation and adds parts to the engine hatches. The ventilation holes allow direct vision into the empty hull, if not blanked off (photo 15).

Turret

What a gem the Dragon turret is, with its prominent welds, screw heads and rivets (photo 16). The three lift hooks are amazing moldings, most notably the microscopic lightening holes (photo 17). The MG13 barrels have excellent surface detail and are properly staggered within the moveable inner mantlet. Unlike the hull, the visors are not separate, but the large hatch is. Sufficient detail is present on the inner surface, but there are two minor ejector pin marks. If posed open, the upright figure has a shelf to stand on. Internal turret detail is non-existent, which is not an issue, if the figure is used or the hatch is buttoned up. This feature adds production costs and is better suited to aftermarket manufacturers. The solitary seams to fill are on the upper mantlet (photos 18 and 19).



Italeri's much simpler turret lacks rivets and welds and, like Dragon's, doesn't provide any interior bits. The separate commander's hatch has adequate internal details, if opened up for figure placement, but has ejector pin marks. The machine gun barrels are poor representations that are smooth, with no cooling perforations whatsoever. The lift hooks are adequate for the later production variants (photos 20 and 21).

Tools

Dragon's tool assortment is thorough and shaped correctly. Noteworthy is the jack, a nine-piece assembly with mounting brackets and integral wire cutters (photo 22). The wooden jack block looks fantastic on its top surface, but the detail does not carry over to the sides (photo 23). The lack of tow cabling is a common omission in Dragon kits and this one does not break that trend.

The seam lines on the Italeri tools are difficult to remove and have the tools have simplistic mounting clamps. The jack and fire extinguisher completely misrepresent the original items, and the jack block is so smooth it's shiny (photo 24). The wire cutters do not belong mounted where the instructions direct; they correctly mount with the jack. The axle should be underneath the shovel and flipped over. The tow cable is a molded styrene part laden with seam lines and almost impossible to completely clean up.

Details

Dragon's hollow front lamp housings take the kit's clear lenses, which have the correct striations (photo 25). Though a superior method to painting the lenses, Dragon also provides opaque lens faces, should that be preferred. A nice touch is the electrical conduit already molded to the fenders. The horn is separated into three pieces, resulting in greater detail and definition than single piece would offer. The corrugated ventilation pipe and fender springs are especially nice moldings, which always are challenging to manufacture. Last to be installed are the

I T A L E R I



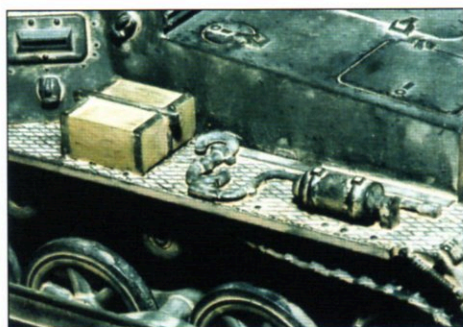
delicate hull lift hooks and antenna assembly (photos 26 and 27).

Italeri molds the front lights and horn as solid spheres, with the horn barely recognizable for lack of detail. The corrugated ventilation pipe and fender springs have seam lines through them that are tedious, if not impossible, to remove. The hull lift

hooks also are plagued with seam lines. The antenna assembly is very basic, but gets the job done (photo 28).

Track

The Dragon separate links feature crisp molding and accurately depict the scalloped guide teeth.

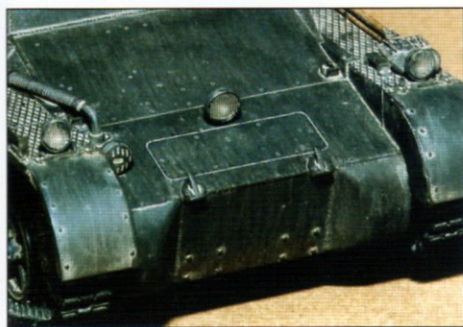


Thankfully, there are no pin marks, but their size and delicate nature necessitate the five runners that attach each link to the sprue. A very sharp side-cutting tool will minimize the cleaning time the links require. Two of the runners unfortunately attach to the link at the location of the track pin. Dragon's possible intention is for a piece of this runner to remain

with the track, simulating the protruding pin. But, that is a tricky procedure. This approach is iffy, at best, and weakens the appearance of an otherwise excellent set of tracks. Sometimes consistency looks better to the eye and, in this instance, dictated sanding away the runner pips. Using 99 links on the left and 98 on the right

should leave you with 19 extra links. Constructing the runs on the chassis while still soft from liquid cement is necessary to achieve the proper sag, but this doesn't mean they have to stay there during painting.

Splitting each side into two runs, the first stretches from the top front of the sprocket, down underneath the road wheels, and stops on top of the



rear idler. This must completely dry in place, but cement must not make contact with the chassis components. The final run connects to the first without cement. Manipulate the track sag before the cement sets. When all is dry, both runs should lift off the chassis for separate painting (photo 29).

The Italeri tracks are a much different story. The long vinyl-like strips, branded together by a hot screwdriver, resist manipulation and spring outward at every opportunity. Getting the proper sag on the upper run is possible with stiff wire inserted through drilled holes in the hull sides.

Paint and markings

Painting of both kits required similar materials and techniques. Vallejo acrylics from their airbrush (Model Air) and standard (Model Color) lines carried out the duties.

Both sets of decals performed well, despite the decades-old vintage of the Italeri set. Dragon now is using Cartograph to print their decals and they exhibit a high standard. The initial phase starts with an airbrushed layer of Panzer Gray. Tools and details are painted by hand. Decals are next, since it's desirable to weather the decals in the same way as the painted surface. The turret decals are difficult, since they must conform to raised bolts and visor flaps. The Italeri set was a close call, because they didn't settle down as hoped and one cracked during the process. However, Solvaset decal solution helped and, in the end, looked fine. The Dragon set went on fine, but, at first, didn't settle either. Solvaset applied while they were wet didn't seem to help, but by the next day, they miraculously tightened down to the surface.

The weathering phase started with a wash application of Burnt Umber/Panzer Gray paint mixed with Future floor wax and water. The next application, to



impart a dusty look, was earth-colored pastels dissolved in water. Scrubbing the surface with an old toothbrush softened any brush marks left from the

application process and left more color around surface details and crevices. The fenders received several applications for a dirtier look. The last touch is a Dark Gray pencil, scratched at random and then specifically over surface details. The tracks start out black, and then get the same pastel wash as the body. Rubbing with a soft graphite pencil simulates worn steel areas. The road wheels' worn areas are flat black. The figure in the photographs is product 3529 from Resination, painted with Vallejo acrylics.

The verdict

Dragon clearly comes out as the winner in this comparison. That probably doesn't come as a surprise, but, additionally, we have a feature-rich kit with options that makes for a great value. Comparison kits already released are the tropical Ausf. B and the Panzerbefehlswagen SdKfz. 265 Command variant.

—John Robinson

MMIR RECCE

Dragon Panzerkampfwagen I Ausf. B. Kit number 6186. Suggested retail price \$27.95.

Kit graciously provided by the manufacturer.

Testors/Italeri/Zvezda Panzerkampfwagen I Ausf. B. Kit number 804 (Testors) and 3522 (Zvezda). Italeri and Testors are out of production, but Zvezda's suggested retail price is \$22.00.

References

Panzertracts No. 1-1 Panzerkampfwagen I. Kleintraktor to Ausf. B, assembled by Thomas L. Jentz, with scale prints by Hilary Louis Doyle. ISBN 0-9708407-6-4. Rare photos, specifications, scale plans, interior photos and comprehensive development history.

Achtung Panzer Vol. 7-PzKpfw I & II, Dai Nippon Kaiga (Model Graphix), Japan, 2003. ISBN4499227739. PzKpfw I Ausf. A-C covered, as well as SP and TD variants. Color and b/w photos and line drawings detailing the evolution of Ausführung changes.

Ground Power Magazine, No. 71, April 2000. Delta Publishing Co., Ltd., Tokyo. Period and contemporary photos, scale plans. Command and Self-Propelled variants included.

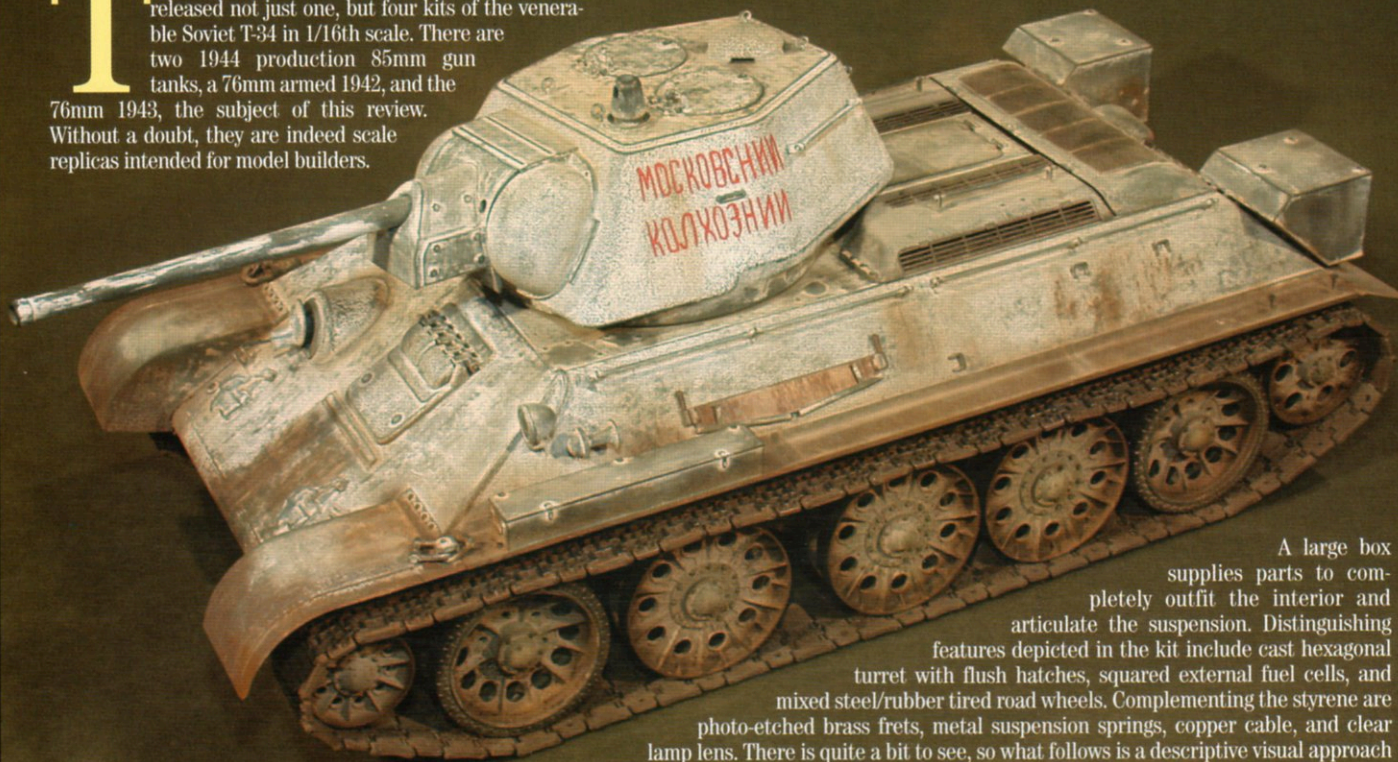
The real Big T

A CLOSE-UP LOOK AT THE 1/16TH SCALE BEHEMOTH FROM TRUMPETER

• P A R T O N E •

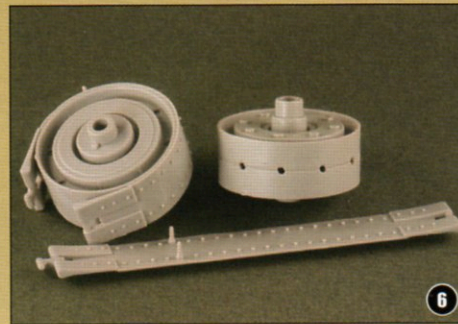
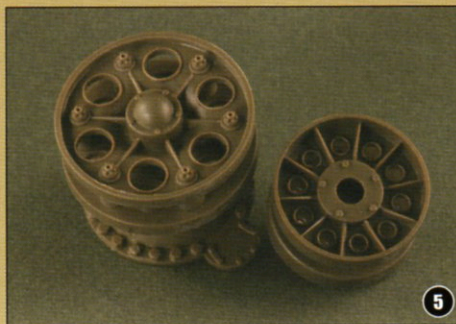
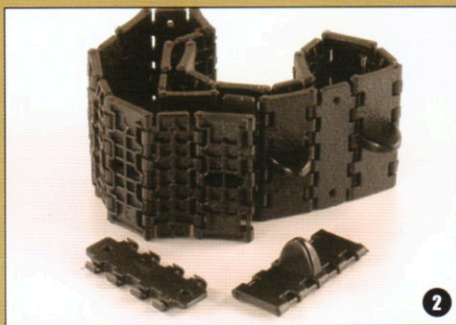
Introduction

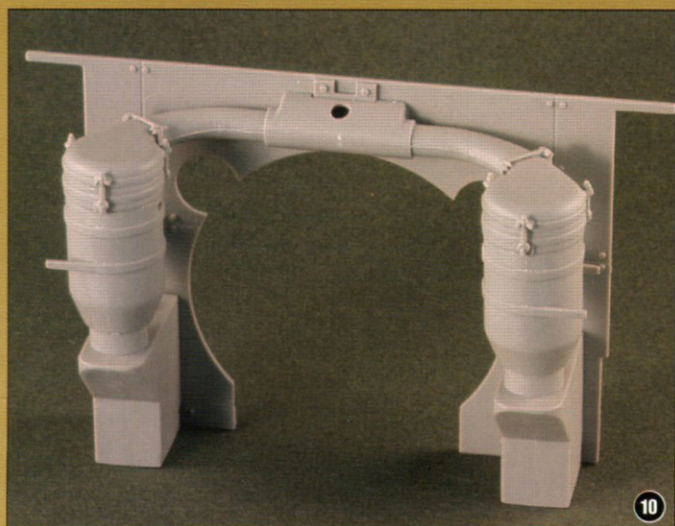
Those of us that live in the 1/35th scale universe may not be enticed by the larger scales. However, that may change since Trumpeter released not just one, but four kits of the venerable Soviet T-34 in 1/16th scale. There are two 1944 production 85mm gun tanks, a 76mm armed 1942, and the 76mm 1943, the subject of this review. Without a doubt, they are indeed scale replicas intended for model builders.



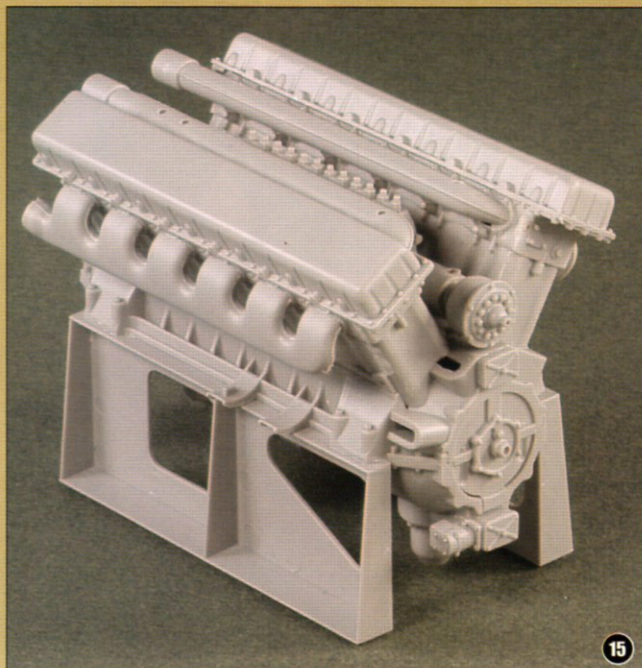
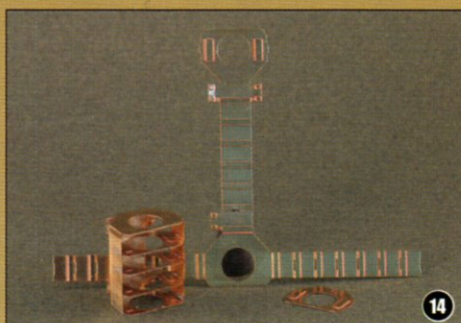
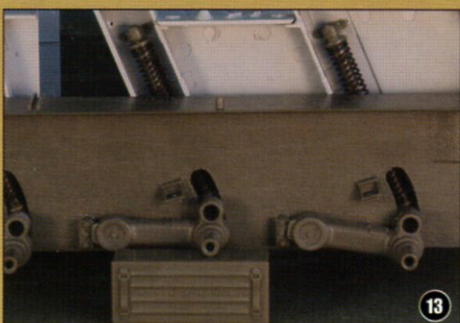
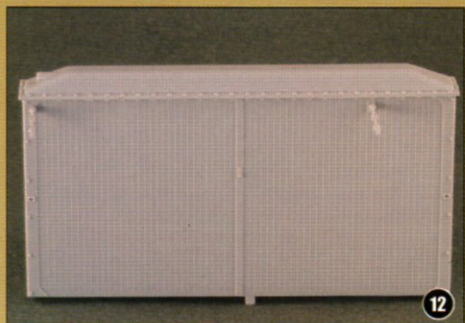
A large box supplies parts to completely outfit the interior and articulate the suspension. Distinguishing features depicted in the kit include cast hexagonal turret with flush hatches, squared external fuel cells, and mixed steel/rubber tired road wheels. Complementing the styrene are photo-etched brass frets, metal suspension springs, copper cable, and clear lamp lens. There is quite a bit to see, so what follows is a descriptive visual approach to explain the journey. A second part will conclude with painting and final remarks.

—Jon Robinson

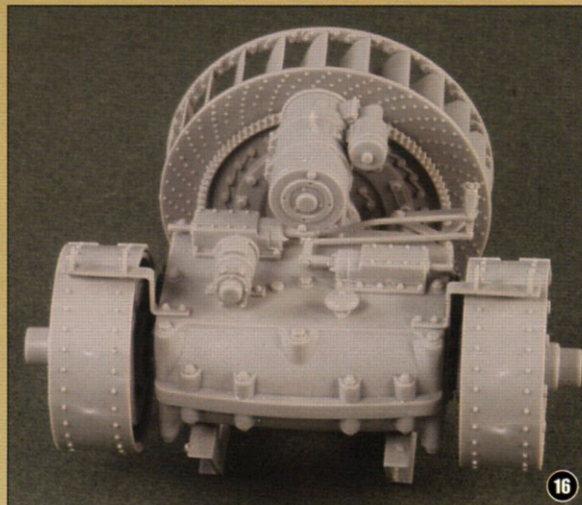




1. The simple gun mantlet features cast surface and weld marks. 2. The separate track links come packaged loose inside a box. They assemble with a "snap," but exhibit risible ejector pin marks and mold seams. 3 & 4. Steel pattern and rubber tired road wheels. The raised mold seam on the soft rubber tire is troublesome to remove. 5. Drive and idler wheels. 6. The flat brake band is curved around the steering clutch, not an easy task. 7. The 76.2 mm ammo bins, seven in total. These are single-piece moldings with minimal cleanup required. 8. The workable driver's hatch; interior view. Nicely done detail on the episcopes. 9. The episcopes covers are moveable. 10. The ventilation partition with cylindrical air cleaners. Their split-half design requires tedious cleanup. 11. The engine intake



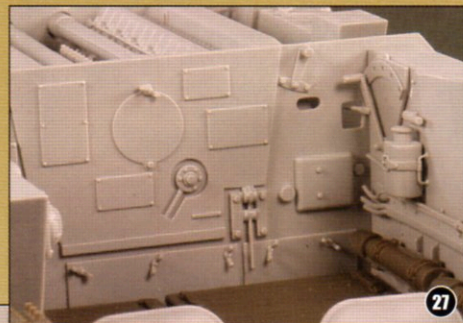
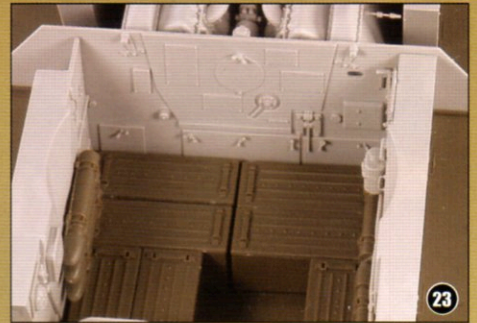
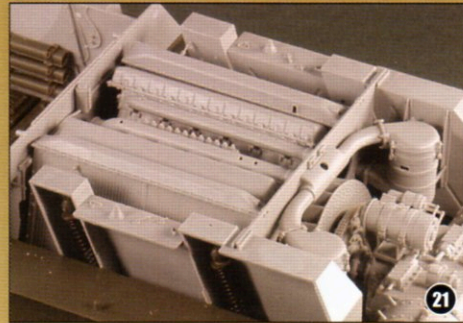
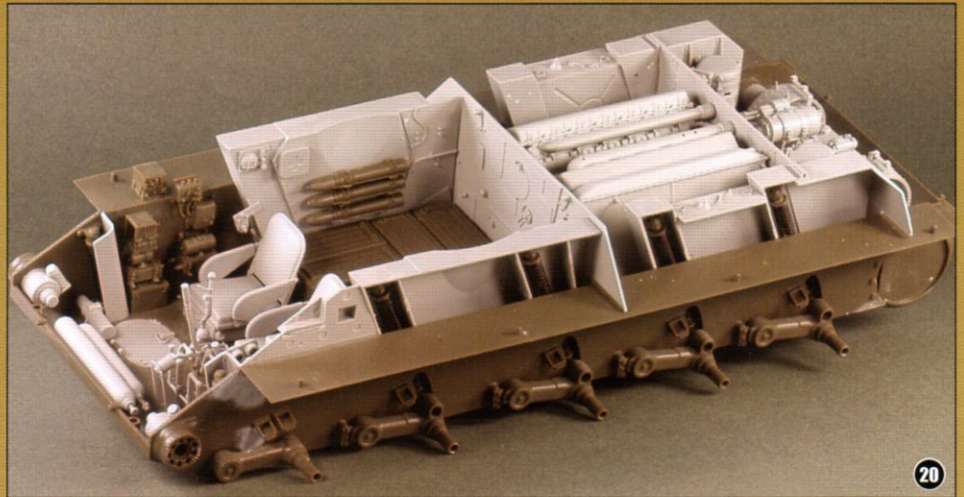
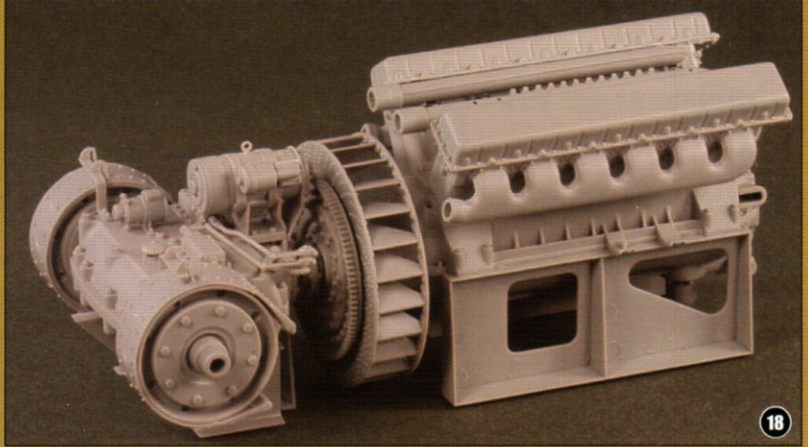
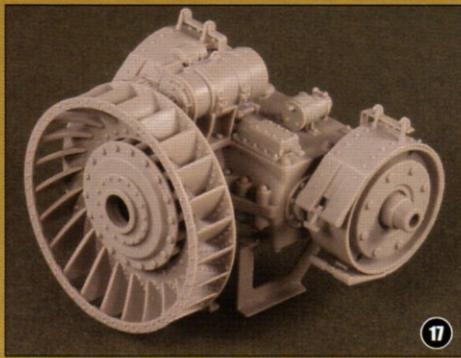
cover has cast texture and a separate grill for better definition. Ejector pin marks are numerous on the inside surface, though. 12. One of the water radiators. 13. The suspension mimics the real T-34. Boxed louvers hold a coiled spring that attaches to the road wheel arms. Note the hull comes surfaced with a simulated cast texture. 14. Two of the photo-etch DT machine gun magazine racks. Soldering provides strength that no glue can approach. 15. V-2 diesel straight from the box but without a few components to facilitate easier painting. Fit and finish is very good, but many wire and pipe runs not included are at the modeler's discretion to install. 16.



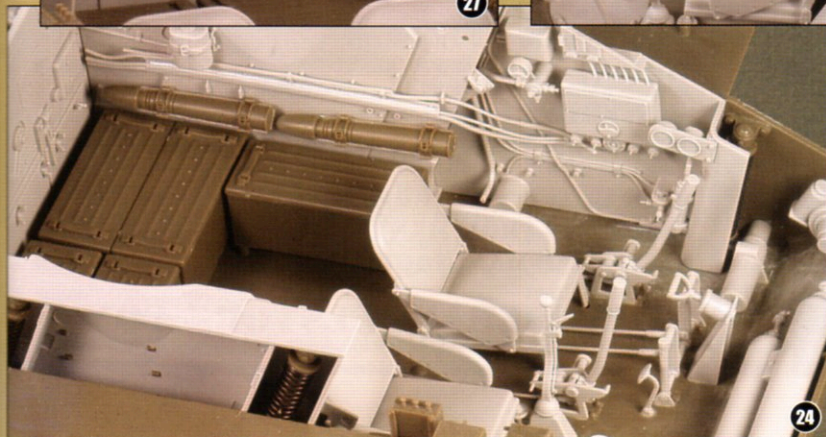
The gearbox, flanked by drive clutches. Detail is more than adequate straight from the box. Even the subtle texture is present.

17. A better view of the impressive engine clutch driving plate. It's a four-piece assembly covered with bolt heads and rivets. 18. The compact design of the power and drive modules are evident in this photo. The vanes on the engine clutch driving plate act as a turbine, drawing in outside air for cooling purposes. 19.

Accessories include a twisted copper wire low cable, fender toolbox, and nifty saw. 20. Overall view of the crowded interior. 21. A dry run installation shows off the busy arrangement, but amazingly there are no fit worries. 22. The seats appear bare and could use better sculpting. 23. The ammo bins are one short of the proper complement. Also absent is the turret's power transfer conduit. Each wall-mounted 76.2 mm round and tray comes molded in a single piece, but has good detail. 24. This bulkhead separates the driving and engine compartments. It is the later style outfitted to 85 mm gun

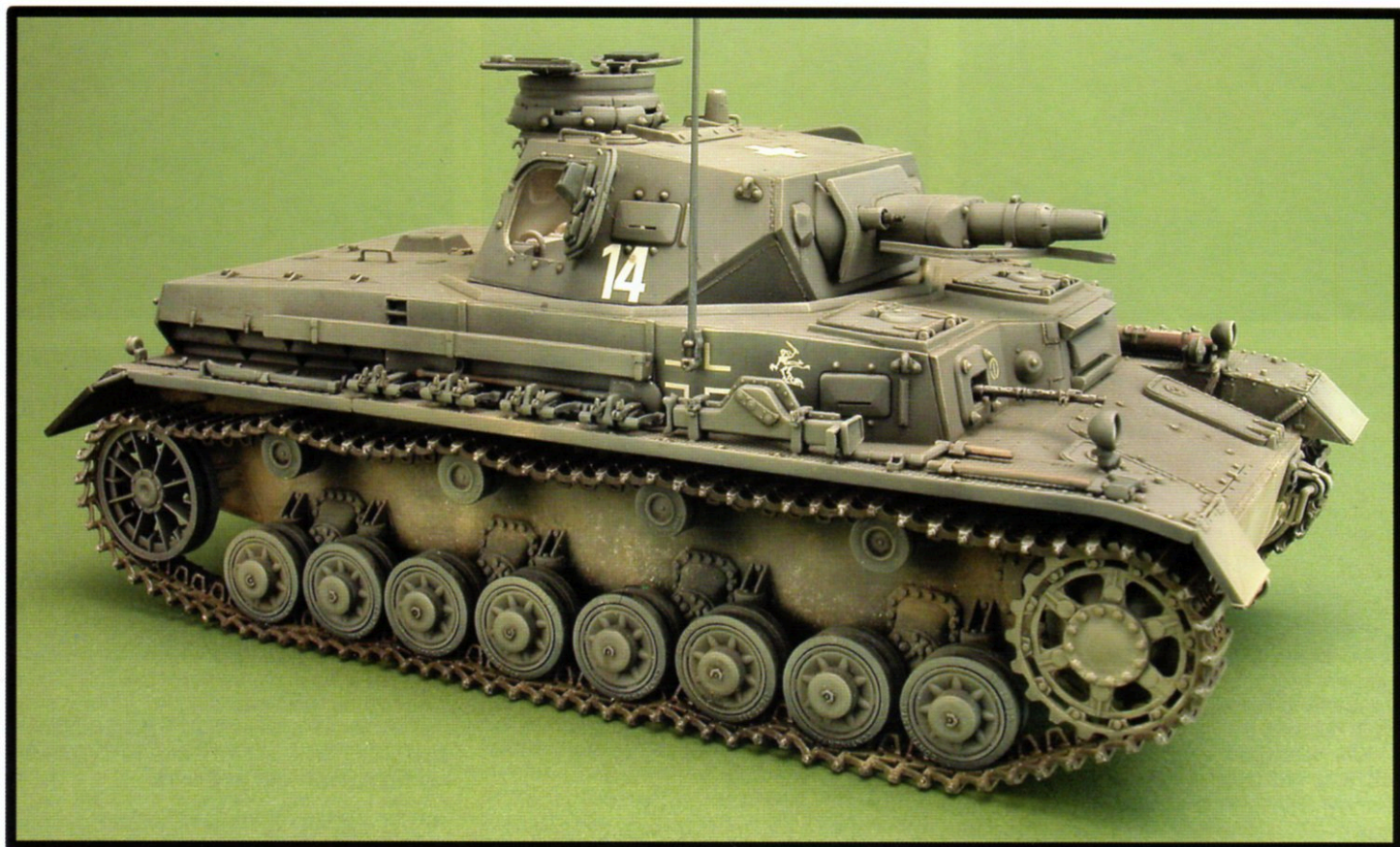


tanks, and therefore not accurate for this kit. 25. The wall mounted radio array is nicely detailed, but has no associated cording and wiring. Also missing is the connection to the exterior antenna. Curiously, the escape hatch dogs are in the release position. 26. The long, lateral conduit and cabling is separate, unlike the others molded to the sidewalls. Some of them dead-end into nowhere. 27. The driver controls look adequate at first glance, but omitted are many springs and control rods. The air bottles in the nose have no connective piping.



Four on the Floor

THE NEW TRISTAR PANZER IV D



Panzer IV. Hmmm... What do we know about this thing? Well, I know that it was more or less the backbone of the Panzer forces for way longer than it was supposed to be. Originally designed as a breakthrough tank, for a while, it was the technological apex of German tank design. When told of this before the war, a Russian military delegation refused to believe it. How embarrassing. It was continually upgraded in both armor and gun, finally finishing up the war with mesh side skirts and a 75mm L/48 gun.

What these opening paragraphs may lack in actual historical depth, I hope to make up with some modeling history (I also hope it will be way more interesting). My personal, private experience with the Panzer IV goes way back to 1971, when I purchased my first one in the form of the Monogram Panzer IV H (I think it was an H, it sure looked like one). This robust 1/32nd scale was a very satisfying modeling experience for a ten year old. It looked especially good being pulled across the snow in my front yard (using suitably transparent fishing line, of course).

Later, I met the Tamiya kits, which were much more accurate models, but, as a kid, I couldn't have cared less. It wasn't until I reentered the hobby in

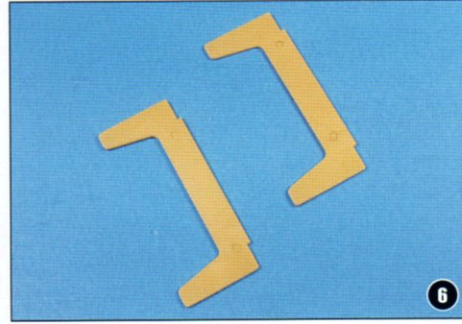
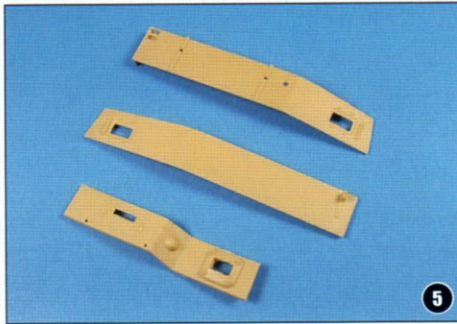
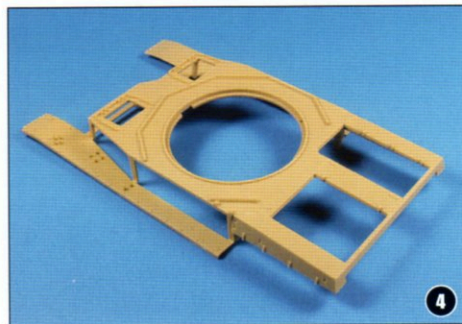
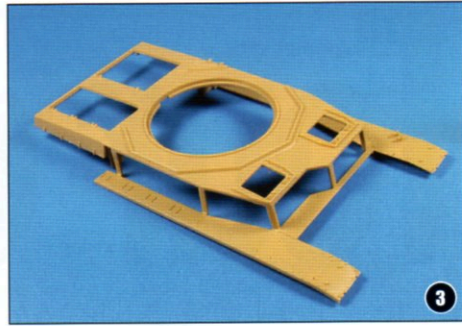
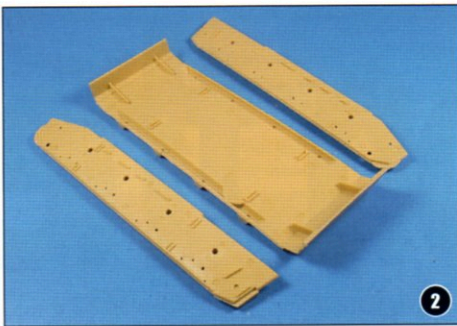
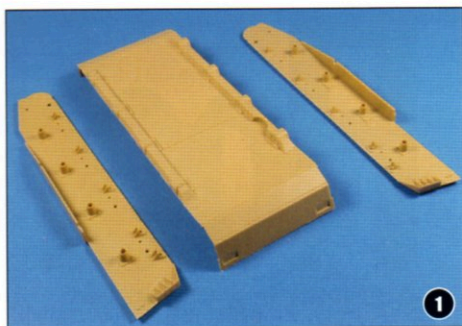
the mid-eighties that I began to take a closer look at these kits. The Tamiya kits (there was a D and an H, plus a Jagdpanzer IV and a Brummbar) were somewhat generic, so that there were more common parts. I had a bit of a thing for the D and ended up building several in an effort to correct all the mistakes and make it more accurate. However, my modeling bubble was burst when a friend introduced me to the Italeri Panzer IV G. "This is the most accurate kit," he declared, and from then on it was a quest. Conversions, scratch building, it went on and on. Fuel was further thrown on the fire with the release of the very first "Achtung Panzer" volume in 1989. That first book, unlike later titles in the series, was actually a modeler's guide. It not only contained all those fabulous line drawings, but every variant rendered in glorious styrene. There was even a separate article on building the ultimate Panzer IV G. Unfortunately, this volume is no longer available, as the publishers decided, not long after its release, to convert the series into purely reference titles.

There were a few more modeling events that I recall before my Panzer IV obsession went dormant. The first was the release of the very comprehensive update/conversion kit from the French firm Azimut. Although this stuff is as rare as hen's teeth now, for

some reason these things were everywhere in the early nineties. I think this was because, for a short while, most of the Azimut stuff was being imported by MB Models (remember them?). At the same time, MB also did a B, D and an E conversion for the Italeri kit.

So what about more recent history? Well, in the mid-nineties, Dragon Models released several Panzer IV based vehicles, including a J version. About the same time, the Japanese firm of Gunze Sangyo released their final "high tech" kit (white metal, brass, MK tracks) in the form of a Panzer IV G. This was truly a stunning kit and certainly the most accurate one until just recently. Regrettably, its high price (around \$350.00) kept it out of the hands of most modelers—at least for a while. Following the Kobe earthquake in 1995, which hit Gunze Sangyo pretty hard, Dragon Models entered into an agreement with the company that would allow them to rebox the kits using new plastic parts and market them under the DML label around the world. The kits would remain under the Gunze label for sale in Japan.

Dragon went on to release these models in their Imperial Series. There were three kits released in quick succession: 9019, Panzer IV F2; 9020, Panzer IV G and 9021, Jagdpanzer IV. Later releases included 9043, Jagdpanzer IV L/70 and 9044, Panzer IV F1.



Not long after, Tamiya topped it all off with brand new kits of the Panzer IV J (35181) and H (35209).

And that was that—for nearly ten years. I always thought this was odd, given the fact there was very little done on the earlier models. The one notable, albeit brief, exception was the release of a beautiful resin rendition of a Panzer IV A from the Korean firm of Seil. This kit disappeared so fast; most modelers didn't even get a chance to see it. I'll bet that master is still hanging around somewhere...

There was also a small spark of interest last year, when Tiger Model Designs released a back date set for the Tamiya H, turning it into a G, but nothing truly new until the small Hong Kong firm Tristar announced its intention to release a brand new kit of the Panzer IV D.

Now, up to this point, Tristar had been creating quite a stir with its figure releases, along with a very competent Panzer IB. The Panzer IV was to be their very first "big" kit. And so it was. Recently, there has been a whole flood of new Panzer IV items, but that,

as they say, is another story. I will be consciously trying to avoid any comparison with this "other news," in order to give the kit a fair shake. And so...

Out of the box and on the table

The kit consists of multiple sprues and among the first things I noticed was that there is a huge amount of parts. In spite of the inclusion of photo-etched parts, lots of stuff has still been rendered in styrene. Like most small manufacturers, deep cavity molds are not possible due to the high cost, so the hull is broken down into several parts. Although this is inconvenient as hell, it can result in more and finer detail on the parts. This is certainly the case here and much of this is visible in **photos 1 and 2**. All of the various panel and rivet detail is present.

The upper hull is a single piece, but is rendered in a sort of "skeleton" style with open sides and engine deck (**photos 3, 4**). This is clearly designed to create multiple versions and the side and front panels are also separate (**photo 5**). There are two

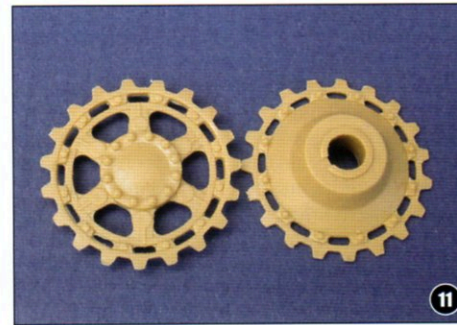
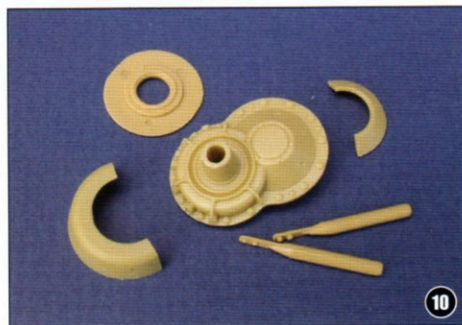
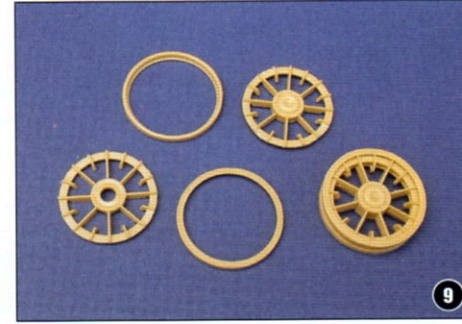
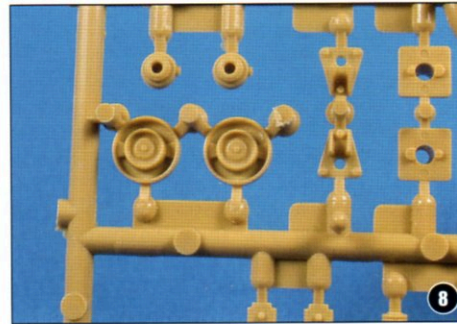
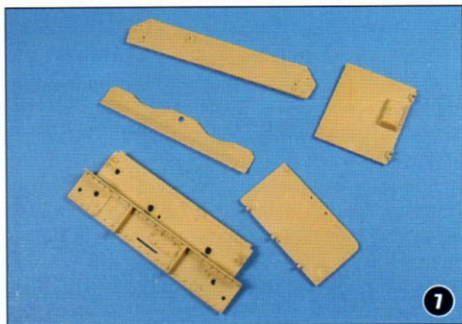
large internal braces, as well as the rear and front hull panels (**photos 6 and 7**). Together, this makes up the entire hull. There is quite a bit of detail in the upper hull, as well and this includes recessed rivet heads and weld bead detail.

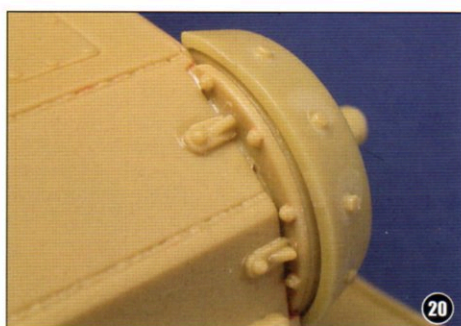
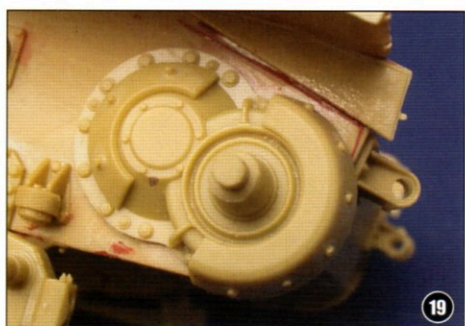
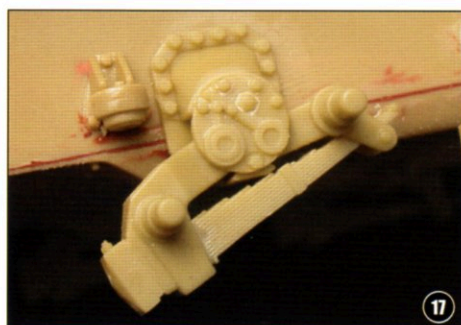
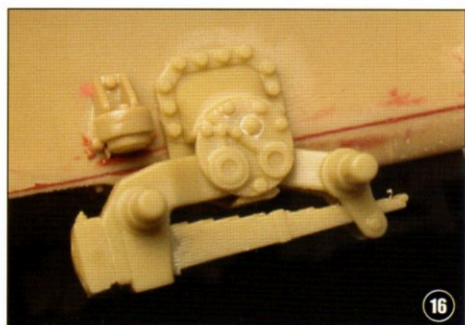
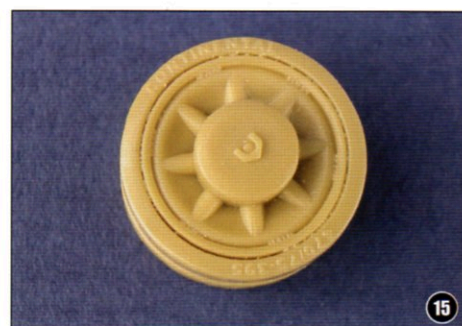
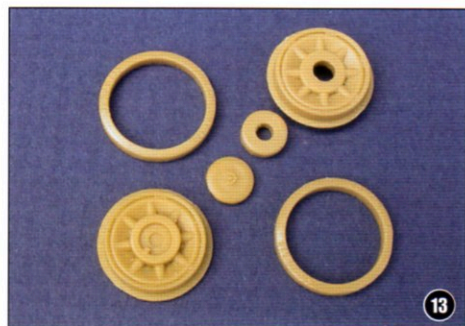
Unfortunately, the fit was not great with all these panels (both upper and lower) and quite a bit of fiddling and filling was necessary to obtain a satisfactory fit. I was more than a little disappointed by this. So much so, in fact, that I neglected to photograph any of the major glitches. Some of the filling is still visible in subsequent photos. Perhaps the worse thing was that the lower hull was so warped that I had to bend it nearly to the breaking point in order to straighten it out.

I had already perceived this to be the most difficult aspect of the build, so I did it first. While it dried, I had time to turn to the suspension.

The suspense (sion) is killing me

Tristar is justifiably proud of its suspension. It is





highly detailed and very intricate, as it is composed of multiple parts. They are so proud that it is available as a separate detail set. Yes, there's a lot of special stuff here, but I have illustrated with **photo 8** what I think is a thorny little problem. There are hundreds of little "sub sprues" all over the parts. This is also true to a certain extent on the other parts, as well. What I don't like about this is that it effectively doubles the time it takes to remove those particular parts. I know, I know: waah, waah, waah, right?

I guess if I was a small company, I might opt for this. I believe that the addition of these little "spruelets" helps prevent short fills. And, I assume this would raise the cost, which would naturally be passed on the consumer. OK, I'll just shut up now.

Photo 9 shows the basic idler wheel breakdown. The outer lip is a separate part, which makes for a very good-looking final sub-assembly. The final drive is another highly detailed area, with several separate parts. Even the bolts seen on the final drive are included on a small sprue. This is all depicted in **photo 10**, as is the drive sprocket shield for the back of the sprocket. The two sprocket halves are shown in **photo 11**.

The basic components of the each individual suspension units are shown in **photo 12**. The leaf springs, hinge arms, base and bumper are all separate pieces. The big news, of course, is the rendering of the wheels and tires. The basic parts can be seen in **photo 13**. As you can see, both tires are separate, as are the inner and outer caps. The cool part is that the word "Continental" has been tooled into the face of each tire. This is carried through to the idler wheel tires, too (**photo 14**).

The close-up in **figure 15** shows this as well as the size marking. Besides the tire marks, one of the nicer features here is the weld bead work between the inner and outer wheels. Good stuff.

Once assembled, the bogie units are meant to remain workable (**photos 16-17**), but this always means trouble to me—in the form of broken parts. Once I shot the photos, I carefully glued all the bogies in place.

The theme of separate detail continues with the lock bolts at the base of each bogie unit. These are fairly easy to place, given their large size. Unfortunately, **photo 18** is about the only place they'll be seen!

The "final" final drive is illustrated in **photos 19 and 20**. Once again, there are multiple small parts to add. The bolts on the drive shield are seen on 21 and 22, and the small gussets, also separate, are seen in 22. These were a bit difficult to locate and the instructions were rather vague about them, as well. The excellent weld bead detail on the lower front hull is also visible in photo 20.

Missing above was a decent shot of the mud shield installed on the back of the drive sprocket. I thought this was quite a clever detail to include.

In order to accommodate the link-to-link tracks, a concentric idler arm is included. (**photo 21**). The fit on this was somewhat loose, so I gently squeezed the shaft (heh-heh) with a pair of pliers to expand it slightly.

And speaking of, the individual links are shown in **photo 22**. They are "handed" with right and left links and there has been some attempt to render the hollow horn of the early 36cm tracks. I say,

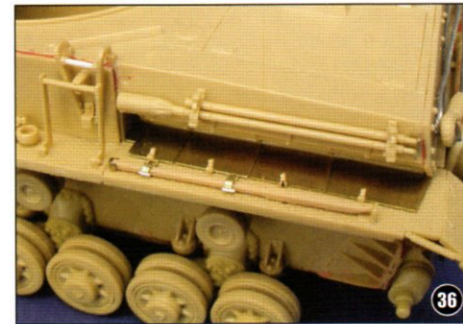
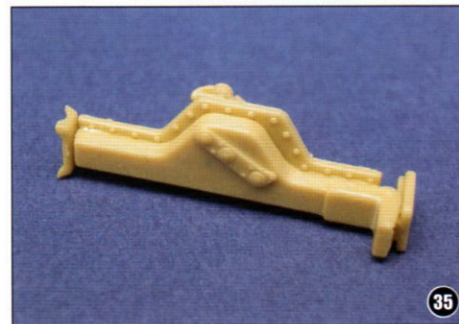
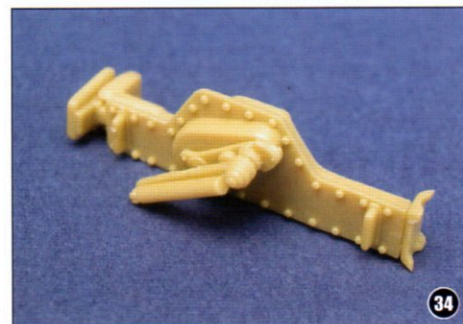
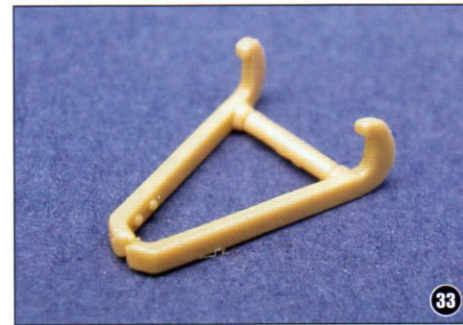
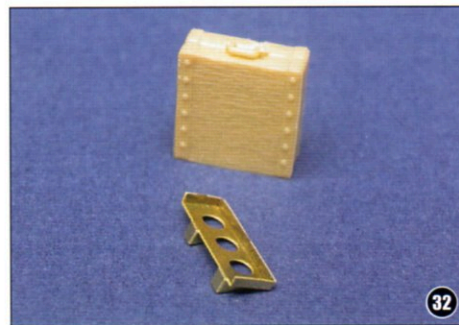
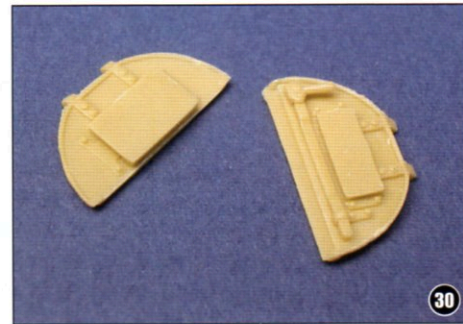
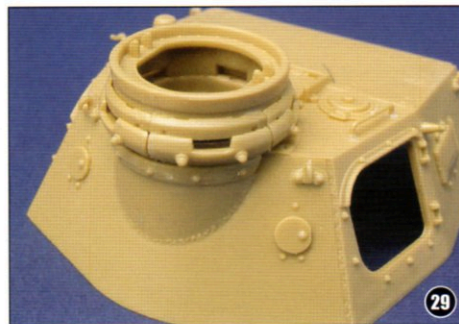
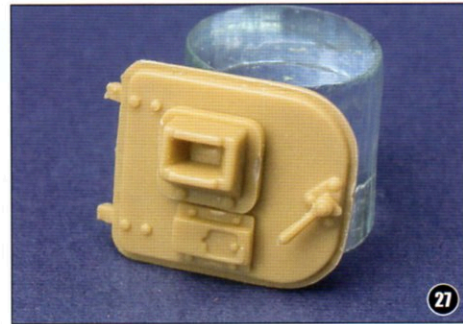
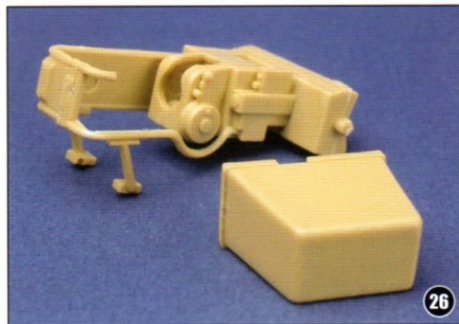
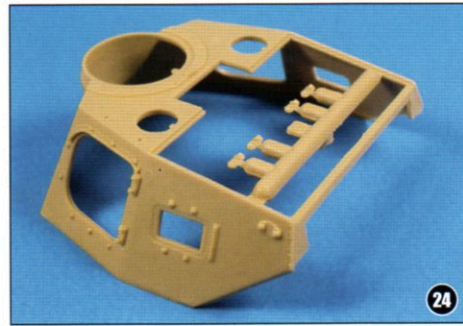
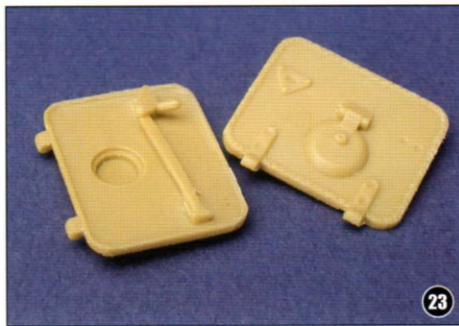
"attempt" because the opening stops about half way up the center of the horn. On my kit, many of the horns were filled with thick flash that steadfastly resisted my attempts to remove it (without cracking the links in two). Also, although all the right side links fit together perfectly, the left hand links all had to be forced together and some did not fit at all. Add to that the fact they there appeared to only be just enough links to complete the job (or less), and you got yourself some serious aggravation. So much so, that I ended up chucking the whole lot and adding a set of ModelKasten tracks. The fact that I don't really like MK tracks is a measure of just how aggravating I found the whole thing.

That completes the basic hull construction, although I wanted to mention two more things. One is the inner turret ring part. This is included if you might wish to show the turret off. This covers up that ultra annoying set of notches that are ever present in an armor kit and accurately depicts the bare turret race. The other items are the two forward hull hatches. These have some pleasing weld detail, along with their appropriate teeny signal ports and handles (**photo 23**).

Time to tune into the turret

The turret starts off life as a single, large part. This part is devoid of its roof and signal port covers, which effectively neuters it as to variant. Cheeky monkeys. Strung out in the gap is a small sprue containing the lift hook bases (**photo 24**).

Tristar is the first manufacturer to figure out that the Panzer IV turret is the Wyoming of tank turrets. Wyoming, as in Wide Open Spaces, baby! As



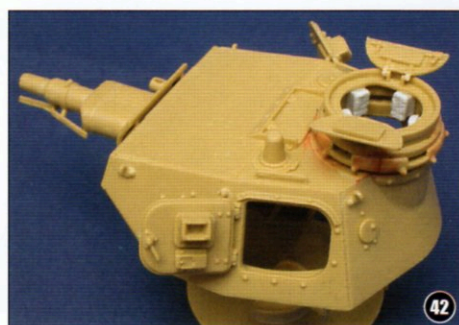
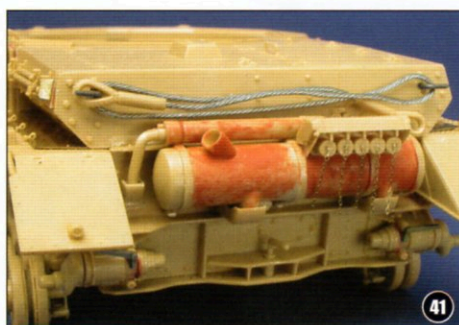
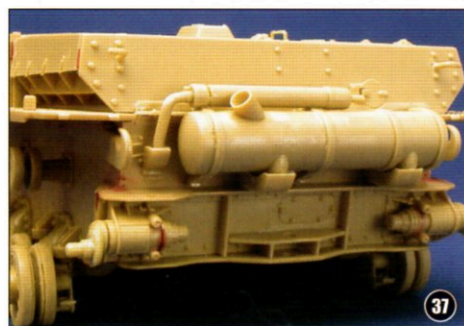
such, they have thoughtfully included basic interior components for the turret. This starts out with the bottom of the turret and to this are added the crewmember's seats and their supports, as well as the turret floor. I've always thought this arrangement was sort of cool. The seats basically just hang off the sides of the turret. This is much the same

arrangement in the Panzer III, too (photo 25).

The basic main gun parts are also provided and this includes the safety frame around the gun and the shell ejection basket (photo 26). As you'd expect, even without the other interior goodies, the large side hatches are also fully detailed as shown in photo 27.

Basic turret construction presented only one, or

two problems. I had a tough time figuring out the forward, lower hull panels. This is rather vaguely described in the instructions and the parts themselves are very similar. This wasn't the worst thing that ever happened to me, but it did prepare me for the awful fit of the cupola segments. This shocked me, because nothing this catastrophic had occurred



up to this point. All of this is discernable, as are the many other turret details, in **photos 28 and 29**. I eventually fixed this with copious amounts of putty, and when painted, it didn't look half bad.

The cupola hatches are another area of beauty, but beware their very delicate edges. It is very easy to mar these thin areas, due to the way they are attached to their sprue (**photo 30**).

Hulling it up

Much of what is right and good about this kit can be seen in the detailing of the upper hull. I'll start with what our Japanese brethren refer to as the "OVM," or On Vehicle Materials.

Surprisingly, all the tools provided are not bald, as one might expect. They do have various portions of their hardware molded on. In most cases, this consists of the wrap-around portion of the standard clasp. This is augmented by the inclusion of a photo-etch part to represent the handle of the clasp. This works out quite well in the end and is certainly a huge time saver; with approximately the same result as a more complicated all etched part. Certain bracket parts are also part of the tool castings and everything is visible in **photo 31**.

The jack block is a nifty little sub assembly composed of two halves and a handle. A photo-etch base is provided (**photo 32**), but be careful bending it, as the direction of the supports beneath the part is not too clear in the instructions.

At is point; we get into a funny area. Much of what you'd expect to be rendered in photo-etch in a kit like this is actually rendered in styrene.

This is pretty cool, when you think about it, but it certainly means that you have to be much more careful when handling the parts. Case in point is the track puller shown in

photo 33. The glue points are so small that it is among the most delicate of all the styrene subassemblies.

The jack itself could even be considered beautiful (if you're into that kind of thing). It's the proper shape and contains all the requisite detail, such as bolts, the folding handle and proper end caps (**photos 34 and 35**).

If you closely check out **photo 36**, you'll see that the track puller didn't make it onto the model unscathed. This shot also shows some of the other equipment in place. Tristar provides several sprues of the standard German j-bolt, which as always looked like half a wing nut to me. This are visible in **photo 36** holding down the side etched ventilation panels and the gun cleaning rods. The choice of styrene over etched here is a sound one, as these parts are distinctly dimensional.

Visible in **photo 37** is the progression on the rear hull. The complex arrangement of the muffer is represented well, but there were some minor fit issues with the smaller tube. I also had placed the gusset between the upper and lower hull incorrectly and this caused some

unnecessary cursing and crying. I did texture the main muffer up a bit with Tamiya Ultra-thin liquid cement.

Photo 38 shows the completed tool suite on the left front fender. Evident here are all the various styrene brackets and j-bolts that hold the tools down to the fender. Also visible here is what I considered to be one of the nicer parts in the kit, the lifting hooks. The hooks are provided as base and hook parts, but once glued together, their design makes them appear as a single, cast piece.

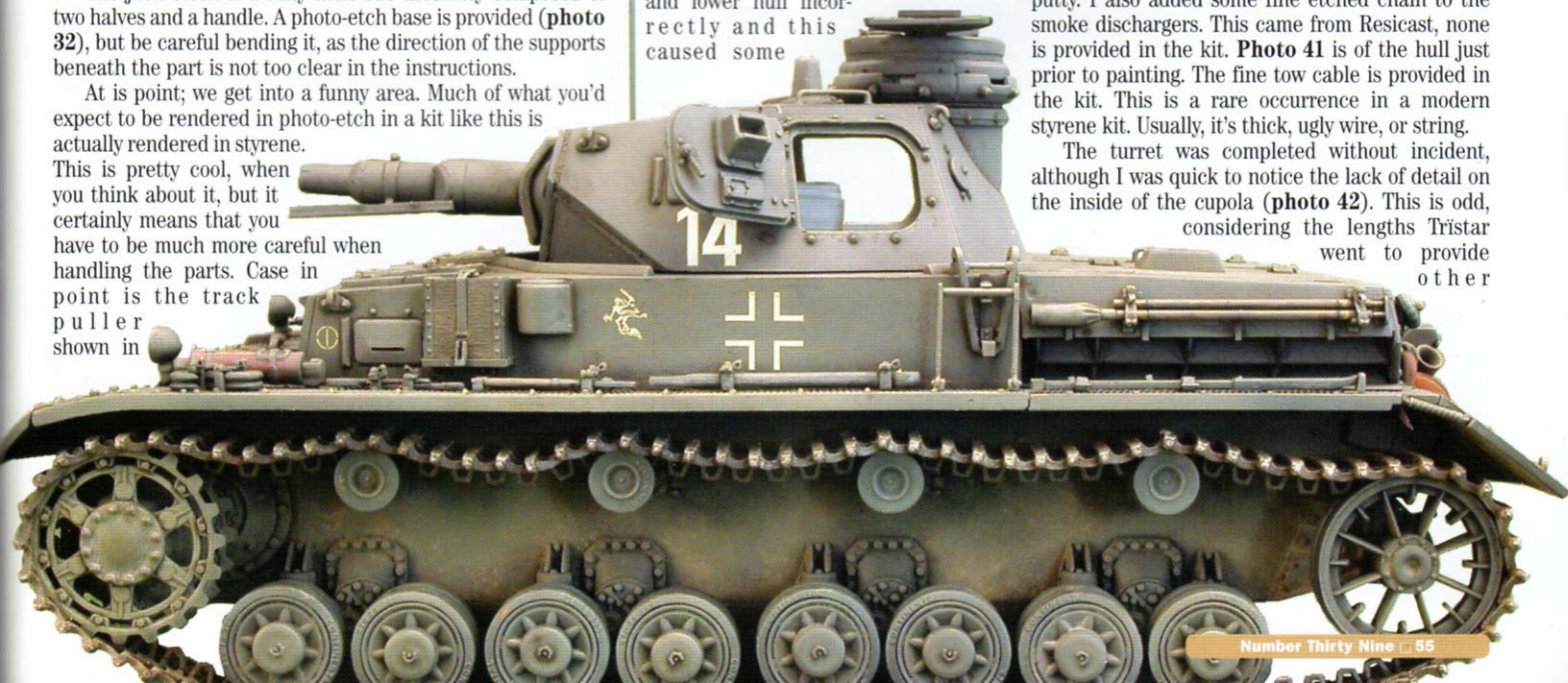
The s-shaped towing hooks and their brackets are illustrated close-up in **photo 39** and the precise, tight fit of the brackets is evident. And yes, the s-hooks are cast parts, so they should have a seam on them!

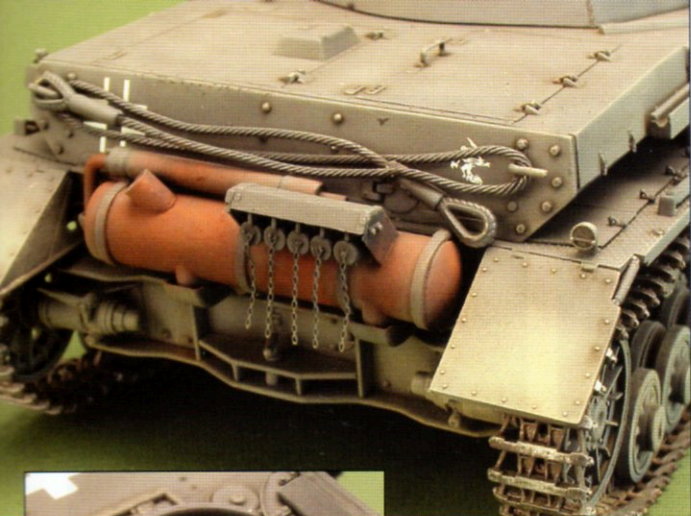
More bracket fun can be discerned in **photo 40**. These are the spare track holders and given the fact that there are four of them, their construction will consume some time. I plumb ran out of the provided j-bolts (I'm still not sure if that was my fault, or theirs), so I had to substitute Modelkasten parts.

The final touch on the lower hull was more texturing for the muffer; this time using dissolved red putty. I also added some fine etched chain to the smoke dischargers. This came from Resicast, none is provided in the kit. **Photo 41** is of the hull just prior to painting. The fine tow cable is provided in the kit. This is a rare occurrence in a modern styrene kit. Usually, it's thick, ugly wire, or string.

The turret was completed without incident, although I was quick to notice the lack of detail on the inside of the cupola (**photo 42**). This is odd,

considering the lengths Tristar went to provide other





interior details. I added some pads from a Tiger Model Designs Ausf. E cupola and later, added periscopes left over from a Type 97 kit (!). This is obviously, not an accurate solution...

Paint 'em up and ride 'em out

I'm not sure why, but the whole dusty Panzer gray paint scheme is among my favorites. Although the trend these days seems to be towards making Panzer gray bluer, I decide to shift it back toward a more "warm" shade. I did this by mixing Tamiya red brown into their dark gray, along with some black.

This was sprayed over a solid black base coat for the 'ol shadow effect.

When this had dried, I applied Archer transfers to emulate a scheme from the 11. Panzer Division in the Balkans. There is a famous photo of an Ausf. E with a similar scheme. I wasn't sure this unit had D's, but after close examination of the photo, I noticed an Ausf. B in the background, so I figured where there's a B, there's a D. That was good enough for me! The unit was raised after the conclusion of the French campaign, but it was made up of unit veterans of that battle. I really like that "flying ghost" symbol, too.

I also added an air recognition cross to the turret top. This is the solid type of cross used in the Polish campaign and was still in use for air recognition at this time.

The various tools and track links were then painted using Vallejo paints. The metal portions of the tools were treated to a rubbing with a metallic Prisma Color pencil. Just to be a wise ass, I painted the fire extinguisher red with a brass head and added a generic stencil. This is more or less accurate, but most crews would have quickly repainted them in dark gray.

General weathering commenced after that with over sprays of Vallejo 023, Hemp from their pre-thinned Air range. This was combined with 70821, German Camouflage Beige from the regular Vallejo range. This last color is actually a uniform color, and it was discovered more or less by mistake. Back in the day, my favorite "dust" color was a similar shade from the Polly-S line. This exact color was not replicated in the Polly-Scale range and it doesn't exist in the Tamiya range. The exact shade is a very light, grayish tan. All of the Tamiya tans and beiges con-

tain a small amount of red, which I find very unattractive. Both the Hemp and the Camo Beige are similar and they complement each other well.

For the dusty over sprays, I obviously concentrated heavily on the large open areas above the road wheels. A dark brown wash

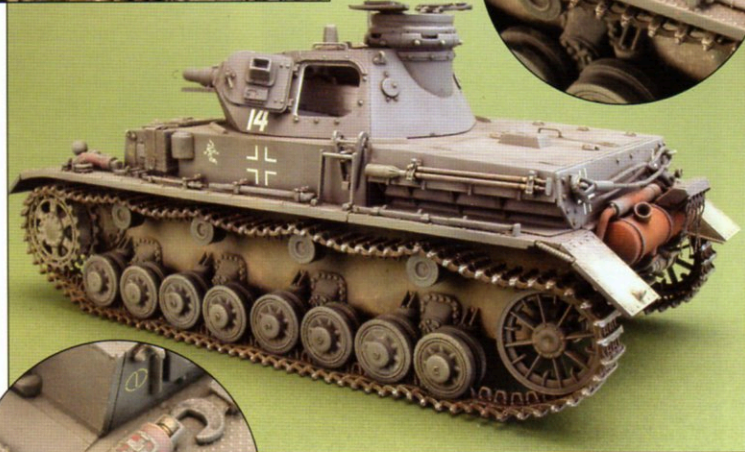
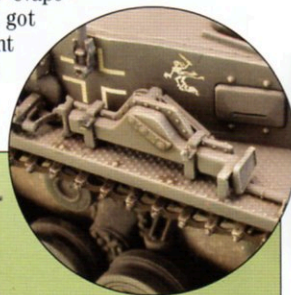
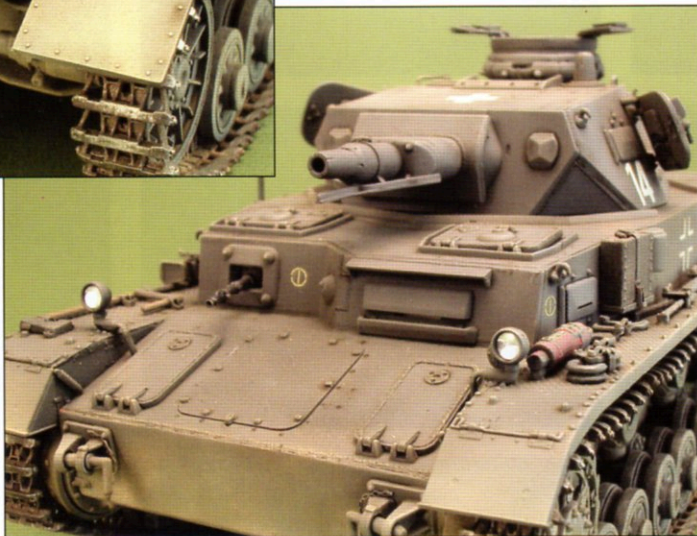
aluminum, then dry brushed with a bright pewter color. The concentric idler came in real handy when installing the tracks and creating the characteristic saggy look of the Panzer IV tracks.

Four to the floor

It took me a while to formulate the following opinion, but I call it something like this: I believe this kit is the ultimate resin kit—rendered entirely in styrene. It contains all the detail and accuracy that I would expect from a small, aftermarket company. But it contains little of the bold expertise that a larger company would bring to the tooling table. This isn't necessarily a bad thing; just keep away from it if you don't have at least a minimum of plastic modeling experience.

The fit difficulties, especially on the tracks, are the primary reasons for this. But, the number and complexity of the parts is a contributor, as well.

I will say that much of my displeasure with the kit evaporated once I got a coat of paint on it. The basic weathering



followed. This wash was mixed to be purposely more brown than black, as that would add back a strong blue shade.

The Camo Beige was my primary dry brushing color as well.

Once all this was complete, I went at the lower hull with my "Miggy-Piggies" (that's Mig Pigments to you), keeping that general dusty appearance going. The muffler was also a recipient of some rust color "piggies."

The tracks were sprayed with a mixture of red brown, black and flat

process further enhanced the look of the model. The final result was a very accurate looking representation of this early Panzer IV version.

—Ken Dugan

MMIR RECCE

Tristar German Panzerkampfwagen IV Ausf. D. Kit number TS35015. Kit graciously provided by RZM Imports (www.rzm.com). Suggested retail price \$49.00.

References

There are plenty of references out there on the Panzer IV. The following are my favorites and provide good references on the early models.

Achtung Panzer No. 1 Panzerkampfwagen IV. Dai Nippon Kaiga, 1989. ISBN: 4-499-20532-8.

This is the original title configured as a modeler's guide. It's way out of print, but if you can find it, snatch it up!

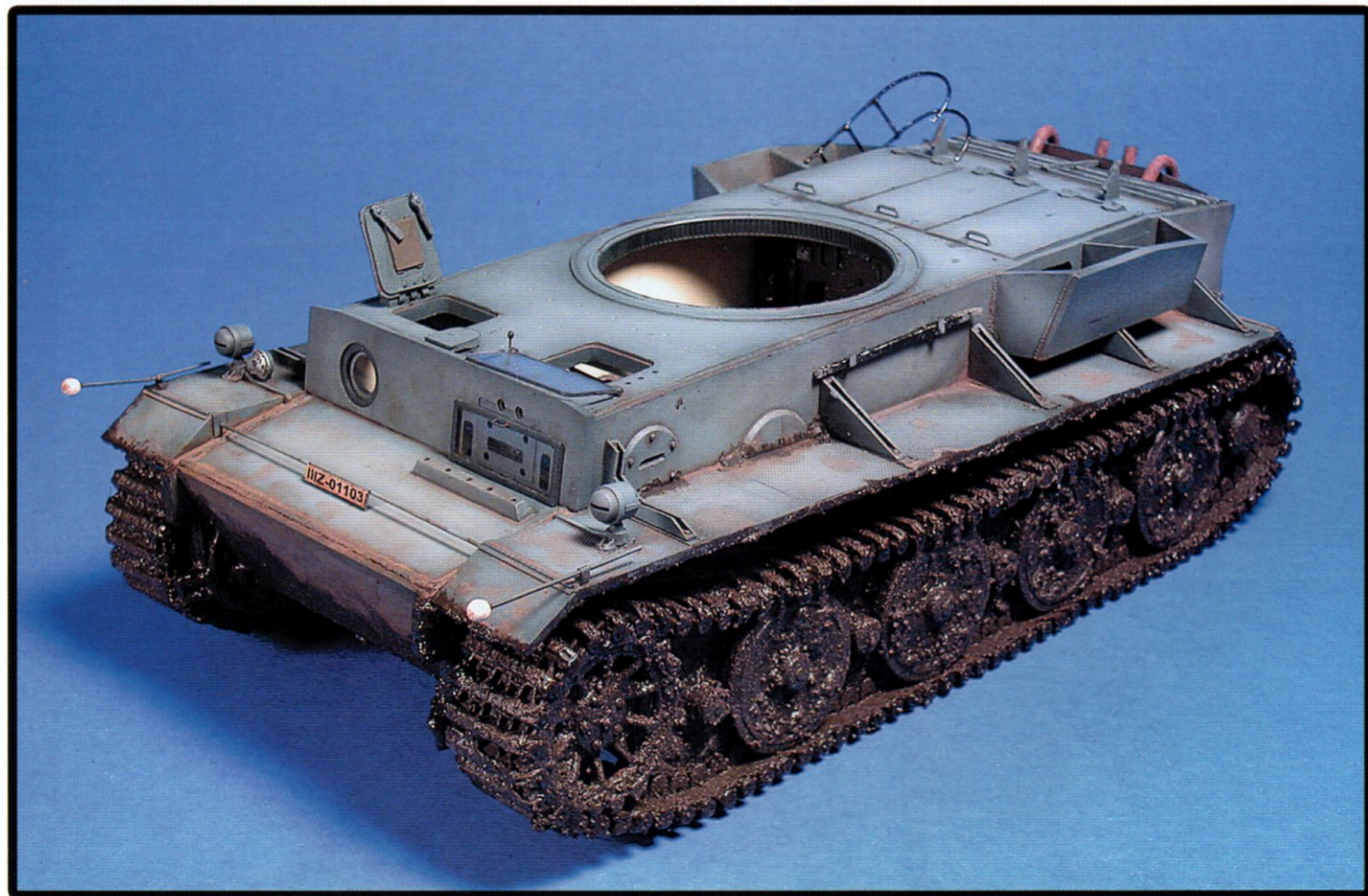
Achtung Panzer No. 3 Panzerkampfwagen IV. Dai Nippon Kaiga, 1994. ISBN: 4-499-22621-X. This is the current incarnation that is just a reference title. Chock full of fabulously detailed sketches and line drawings, this is probably the ultimate title on the tank out there. This version also has better photographic coverage. It's listed as out of print in most places in the states, but it is still listed in stock through HobbyLink Japan (www.hlj.com).

Ground Power, May 1995 (No. 12), Panzer im Westen 1940. This is also hard to find, but way worth if you can. Tons of photos of early Panzer IV's.

Panzer IV & Its Variants by Walter J. Spielberger, 1993, Schiffer Publishing Ltd. ISBN: 0-88740-515-0. This is the English language reprint of the original Motorbuch Verlag title. Good photo coverage and factory drawings.

Mr. Speer's Wild Ride

Building the VK 36.01 Fahrgestell by combining two New Connection kits



Most articles of this type start out with a history of the vehicle. They then go on to present a step by step recipe of the what's and how's of construction and painting, followed by a short synopsis of the whole deal and a list of references and where all the stuff came from. I am going to do this one a little differently, so please bear with me. I am going to start with some gratuitous rump kissing, then go on to present an abstract (synopsis). I will then cover the kits and ancillary parts used to complete the kit, followed by the main body of the article. A closing statement will be presented, and then, if you are interested, the history of the real deal will lurk nearby and references will be listed.

You may ask why I have deviated from the norm here. The reason is simple. Like many modelers, when I read an article the first thing I do is skip to the end and read the conclusion, the kit and extras

used, and then, if I am interested, I read the article, generally skipping over the history until the very end. So, I thought, why not organize it this way? If you like it great, if not, well get over it, life is too short, and reading one article this way won't kill you. If it really pisses you off that much you could stop reading now, but in my less than humble opinion you will be sorry. This is one special kit!

First of all, I want to thank the editor for trusting me to bring this kit to fruition and supplying me with all the parts and reference necessary to do so. Many of you have purchased his book on the Tiger Tank, and if you haven't, go out and buy three copies, one for the workroom, one for the sal de bant, (reading room) and one for the office. The reason I mention the Tiger book is not just to plug MMIR, but because this kit was originally supposed to be part of that book. However, due to circumstances beyond everyone's control (I think one more model would have caused the editor to commit suicide) it could not be.

Abstract

The VK 36.01 is really the starting point for the Tiger we all know and love. Yes, the DWs came first, but I am writing the article, and to me, the DWs look more like Panzer IVs than Tigers. In the VK 36.01, we can see the potential that became the Henschel Tiger, the most widely recognized tank in the world.

The parts contained in this kit were put together especially by New Connection. It is an amalgam (Not just a dental filling, go look it up.) of two resin New Connections kits: The Panzerkampfwagen VI (7.5cm) Ausf. B and the Schweres Abschleppfahrzeug (VKz 36.01) and a specially machined front plate from acrylic created by one of the editor's deadbeat friends. Mating the two kits was not difficult, but additions to the internal details were necessary, as much more of it is visible with the open turret race than in the schlepper version with its large winch obstructing the view. For ease of painting, the internals were painted and weathered

during construction, then sealed in. Construction was finished and then the exterior was painted and weathered. A mixture of Tamiya and Vallejo paints were used for the finish and the weathering was accomplished with artist oils and artist pigments. Overall, the project was an enjoyable one and the kits are engineered well. The only real downers were some poor attention paid to the quality of cast parts. Some of the parts had more than a few bubbles and there were a couple of missing parts (probably Pat's fault, anyway).

Construction

Construction began by removing all the parts from their sprues and cleaning and organizing them. I was missing an outer road wheel and the parking brake lever. The road wheel was duplicated in an RTV mold, and a new brake lever built from strip stock. I certainly could have gotten replacement parts from New Connection, but I was so excited, I didn't want to wait! Since there really is no order to the instructions, I just plunged right in and started on the interior. I test fit the floor plate (which includes the torsion bars) and the firewall. Both were too narrow, or the hull too wide, depending on if you are a half full or half empty glass type of person. To correct this, I shimmed the firewall plastic strip 0.020 thousands thick and added two strips of 0.020 x 0.100 along each side of the hull where the floor meets the side-walls. The floor was glued in place with 5-minute epoxy. The firewall was detailed with strip stock, brass and stainless steel wire and then glued to the hull with super glue. Once set, any small gaps and bubbles were filled with Gunze Mr. Surfacer.

As I could not locate any internal pictures of the VK, I assumed that it would be very similar to a Tiger I, with some differences. The first thing I added to the kit was the internal components of the two sponson doors. These are modeled after those on the Panzer I F and the rear turret door from a Panther (any better ideas?). The two doors are mirror images of each other, so both had to be scratchbuilt; in other words I couldn't build one, and then cast it to get the other! The doors were fabricated by first punching the appropriate size disks from sheet stock using a homemade punch and die set. I then applied a bevel to the edges by scraping them with my hobby knife. The locking mechanisms were added next. These were built up from different thickness strip stock. The actuating handle was curved and had a rounded end. The final part of the door is the compound

hinge. The long arm was made from two pieces of strip stock glued 90 degrees to each other, with the longer arm given a slight radius. A small section of round stock, with a punched rivet on the end, was glued to the end of the long arm. This represents the first hinge. A similar piece was glued to the end of the short arm. The hinge base was then glued to the second hinge, and detailed with punched rivets. After determining the location of the doors, they were glued to the hull side with epoxy.

Moving forward, I added the steering gear's

range lever was added from bent wire and a drop of epoxy to form the knob. The framework for the radio was fabricated from strip stock and added at this time. I decided not to glue the transmission in, as it would be much easier to paint it separately.

It was at this point that I added the lubricating pipes to the steering brakes by bending some plastic coated craft wire I picked up at Jo Anne's Fabrics. To this I added a Grandt Line bolt head. A turret azimuth indicator was added, even though no turret was placed on this vehicle. This was made

from strip stock and punched rivets. Its cable was made from thin solder and the cable tie downs from lead foil. Its indicator dial is from the Cartograff Tiger I decal sheet. Other details added to the driver's area are a gas mask canister holder made from brass foil, photo-etched fret leftovers, a 0.010 stainless steel wire clasp, and a stowage box for spare vision blocks made from strip stock. On the radio operator's side, I added a rack to hold MG 34 ammo pouches made from brass foil, plastic strip stock and punched styrene bolt heads.

Moving towards the rear of the vehicle, I added conduit to and from each lubricating block from aluminum tubing stuffed with 0.010 wires, a new drive shaft made from telescoping brass tubing with the kit's universal joints added to the ends, and a transmission vent tube. The batteries were detailed by adding handles from an old photo-etched set, a new terminal from round stock, securing clamps from brass rod, photo-etched fret and Grandt Line wing nuts. The terminal connectors are a model car

accessory from The Model Car Garage. The cables themselves were stripped out from telephone wire and tied together with 0.080 stainless steel wires.

The fighting compartment floor plates are made from Aber generic anti-skid plate, glued to sheet styrene. The rearmost ones sit on a styrene framework, while the foremost framework is made from brass. I was having no fun getting the radii on the curved parts to match, so I made a master template of all the parts from thick card stock using my handy

According to Jentz, "the first mention of a heavy Panzer in the 30-ton range was in Heeres Waffenamt report dated 30 October, 1935..." It seems the Germans were concerned not with Russian goliaths, but, instead, well armored French and English heavies. Due to pressure from the upper echelons of the Army, no tank designs were initiated from this memo. It was not until January of 1937 that the Wa Pruef 6 requisitioned Henschel to submit a design for a tank chassis (fahrzeug) in the 30-ton range. The fruits of that labor were the D.W. or VK 30.01. Henschel maintained its monopoly for tanks in this weight range and above until the end of 1939, when Professor Porsche's firm began design of the 30-ton Type 100. It's interesting to note that it was Professor Porsche's appointment to chairmanship of the Panzerkommission that wrestled the leadership in heavy tank design—for the moment at least—from Henschel. Aint' politics grand?

After the defeat of the French and prior to the invasion of Russia, Wa Pruef 6 again approached Henschel for

a new heavy tank design. It was felt there was a need to mount Krupp's 105mm armed AW turret to a modified Henschel 30-ton D.W. chassis. The order was short lived as the contract for the AW turret was withdrawn and replaced with one for a turret mounting a gun with greater armor piercing ability. The choice being a



tapered bore weapon (squeeze bore) that fired sub caliber tungsten projectiles at very high muzzle velocity. The changes in the turret design necessitated changes to the chassis and a decision to increase the frontal armor from 80mm to 100mm and the side armor from 50mm to

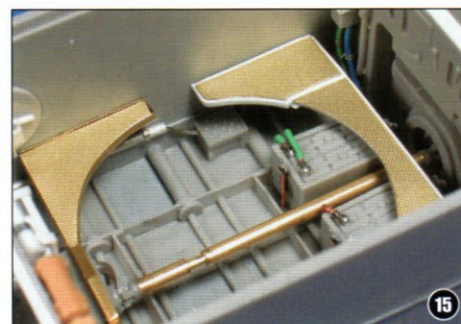
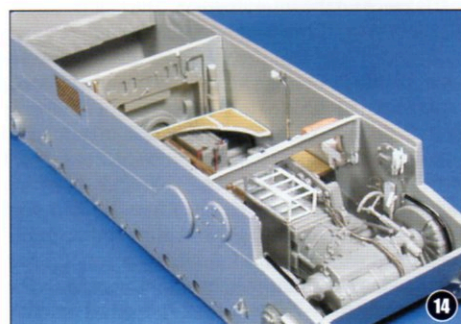
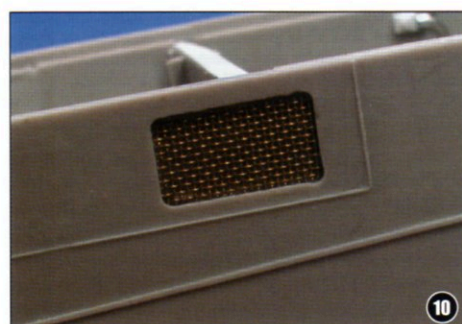
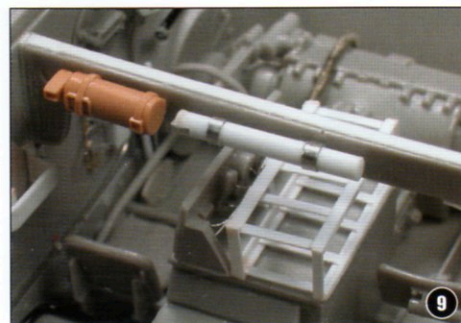
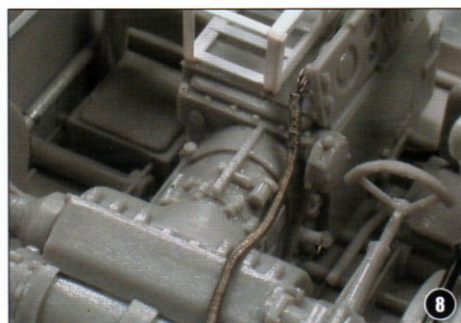
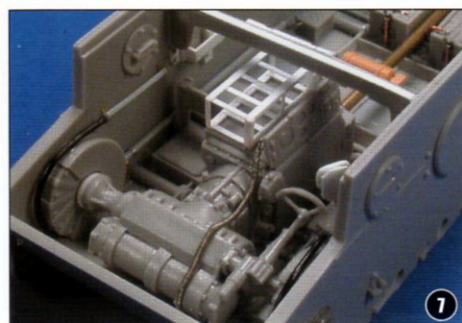
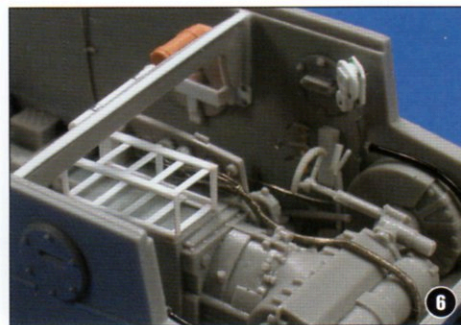
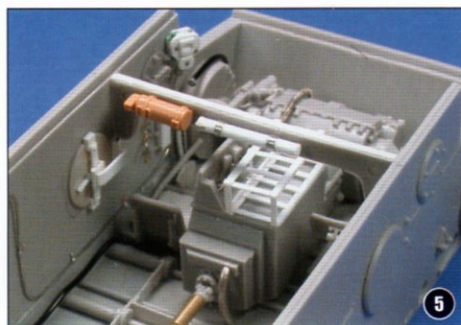
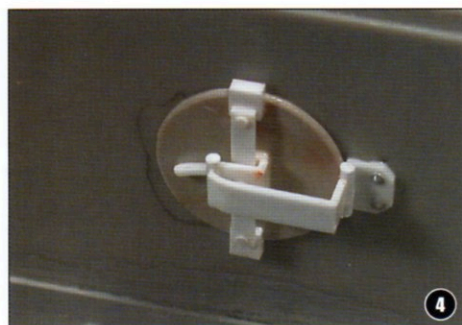
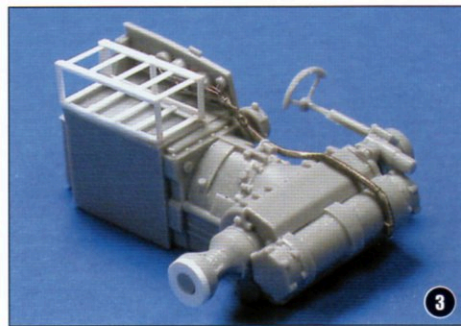
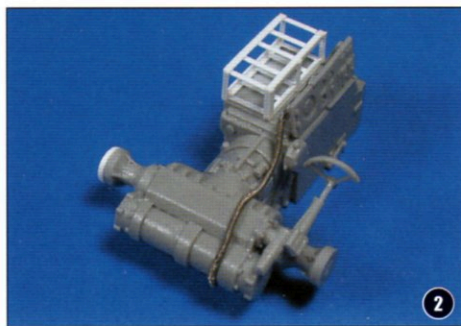
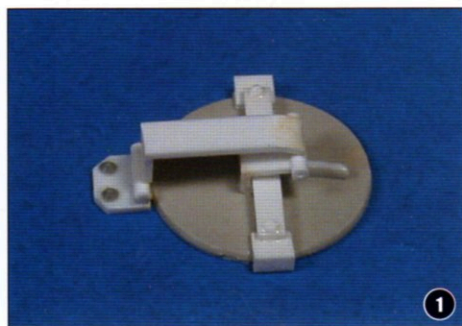
60mm resulted in a vehicle with a combat weight of 40-tons. Viola! The VK 36.01 was born.

The production designation of the VK 36.01 was to be the Panzerkampfwagen VI Ausf B (7.5cm). It would have had a crew of five, a top speed of 50 km/hr, be equipped with the new Maybach Olvar transmission with eight forward and one reverse gear and powered by a 450 hp Maybach HL 174 engine. Due to a projected shortage of tungsten, the project was canceled only two months later. Of the six VK 36.01 that were to be completed, only one fahrgestell is known to have existed. Five chassis were to be converted to s c h w e r e s Abschleppfahrzeug, though, if this was carried out, is pure speculation.

In July of 1941 it was decided to modify the chassis of the VK 36.01 to accept the Krupp turret for the VK 45.01(P). This was due to the shortage of time necessary to design a new, non-squeeze bore armed, turret for the VK 36.01 and the automotive failures of the VK 45.01(P). Thus the VK 45.01(H) and eventually the Panzerkampfwagen Tiger Sd.kfz.181 was born!

brake housings. I assembled the transmission and steering gear and then test fit the subassembly to the hull. Surprise, the hull width was too wide, so I had to shim out the difference with a section of round stock. Once I was happy with the fit, I added the instrument panel. Each dial and switch was wired with individual 0.080 wires that were then wrapped in another strand of 0.08 to form a loop. The loop was then snaked forward, sitting on top of the steering gear, where it disappears from view. The high/low

1. The scratch built escape hatch. This hatch was modeled after the turret escape hatch of the Panther and the side hatches of the Panzer IF. 2. The transmission ready for paint. The wire loop was hand wound. 3. The small white disc was necessary to make the transmission fit between the steering brake housings. 4. The escape hatch was glued in place with epoxy. 5. The front portions of the interior are completed. 6. The steering brake lubricating tubes are plastic coated wire, with a Grandt Line bolt. 7. A close up of the front end. The bracket to the left of the radio operator's station is to hold machine gun ammo bags. 8. The kit's transmission vent tube was replaced with a piece of silver solder. 9. A close-up of the equipment installed on the cross-member. 10. The engine air intake ports with added brass screen. 11. The batteries in place and wired. The terminal end connectors are not yet in place. 12. I was experimenting with construction techniques, thus the front section of the raised floor is all brass, while the rear most is a combination of brass and styrene. 13. Top down view of the internals during construction. 14. Interior build completed and ready for paint. 15. Detail of the floor plates and the battery connectors finally in place!

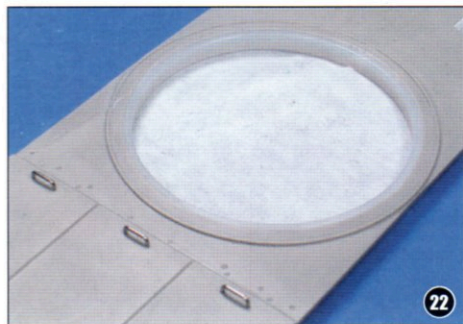
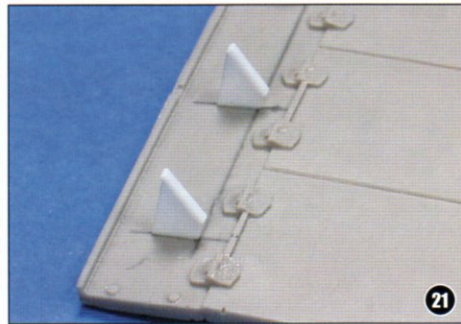
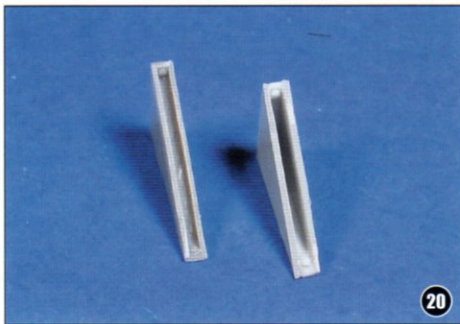
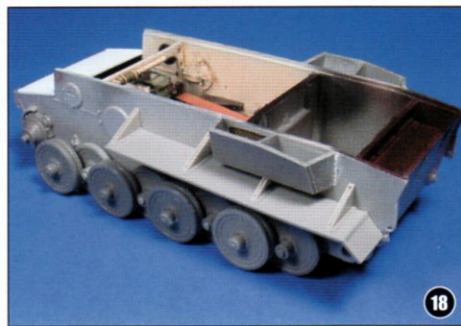
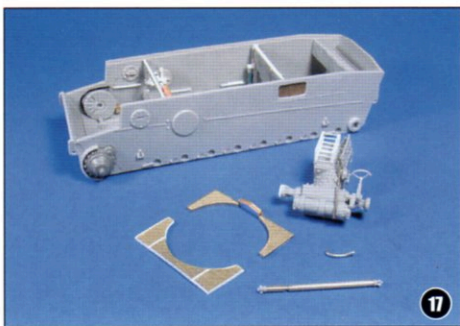


dandy protractor and compass. Once the cardstock forms were fitting well, their shapes were transferred to sheet styrene. The shapes were then glued to a corresponding over sized piece of the photo-etched skid plate with a similar shape. The final shape was achieved by grinding the brass to match

the underlying styrene using a green stone in my motor tool. The floor plates were then glued to the frame works and set aside to be painted.

The seats, steering levers, interior aspect of the drivers and radio operator's side vision ports and the cross support member were installed per the kit's

instructions. I simulated the welds on the cross member by building up layers of cyanoacrylate (you know, superglue). The fire extinguisher is from the Tamiya OVM set. The map case is made from tube stock, with punched ends, lead foil claps and straps. That completed the internal build. I now had the



16. The turret azimuth indicator, brake lever and spare vision block box are all made from strip and round stock. 17. Internal sub-assemblies. 18. The start of the exterior construction. Milliput weld bead has been added to the rear of the armored covers of both air intakes. 19. My kit was missing an outer road wheel. To the left, is one from the kit "sprued" and ready for molding, to the right is a finished casting. 20. Kit fender

support on the left—notice that it is solid. To the right is the scratch built replacement. 21. Styrene engine hatch stoppers in place. 22. The turret race is a cable tie down, measured for size and glued in place. 23. The ladder ready for paint. It is made from stainless steel wire, silver soldered together. 24. The Tamiya horn and headlight.

hull, transmission, floor plates and drive shaft as sub-assemblies.

My, I have a colorful Interior!

I really wanted to make the interior of this thing stand out, so I decided on the following color scheme, supported by David Byrden's wonderful site Panzer Arcana (<http://www.byrden.com/panzers/>): transmission, fire extinguisher and compressed air bottle, Grau-grün; hull sides and instrument panel, Elfenbein; hull floor, seats supports, firewall, brake vent housings, tread plates, Red Oxide Primer; vision ports, handles and ancillary equipment, Flat Black.

Painting started by giving the entire interior and sub assemblies a coat of Tamiya Panzer Grey, XF63. This was left to sit over night. The transmission was sprayed with straight Vallejo Interior Green, 010. It was then post shaded with a 50/50 mix of 010, plus Vallejo Light Sand, 837. The hull sides, firewall, drive shaft and floor plates were sprayed with Vallejo Hull Red, 039 and then post shaded with a 50/50 mix of 039 and 837. Now comes the fun part. Masking off all the Red Oxide Primer. This was one convoluted masking job! I used a combination of masking tape, cotton balls and sheet paper to cover all the Red, but still leave access to the areas that were to receive the Elfenbein. I applied several coats of Vallejo Light Sand 837 to the hull sides and the cross support member. When the 837 was dry, I painted the seat

cushions in a mixture of 45/45/10 Vallejo Gloss Black, 861, Vallejo Black, 950 and Vallejo German Grey, 052. I then highlighted the recesses with a 50/50 mix of the 861 and 950, and accented the raised areas with a final dry brush of the 052.

The rest of the handles, view ports control surfaces, batteries, wires and pipes were painted with the 950. The fire extinguisher and compressed air bottle received the Interior green. The bolt heads on the ends of the brake vent lube tubes where painted in Testors Gloss Red. The Battery fill caps were painted Vallejo German Orange, 805 and the lead connecting bars a 50/50 mixture of Tamiya XF63 and Flat Aluminum XF16. The transmission vent tube was left in its raw state, but it did receive a coating of PVA glue to tone down its shine and show the beginning stages of oxidation. After the painting had been completed, I applied the identification decals and data plates. I left off the decals for the instruments until the weathering was complete. As the identification decals were either hand painted or true-life size decals, I decided to represent the latter and skipped the usual application of Future floor wax to get the decals to lay flat. In this case, I wanted the edges to be ever so slightly visible.

As I was planning to seal the interior up, before painting the exterior, I had to take it all the way to finish. According to David Byrden, "...looking at photos of interiors, I am struck by how every piece

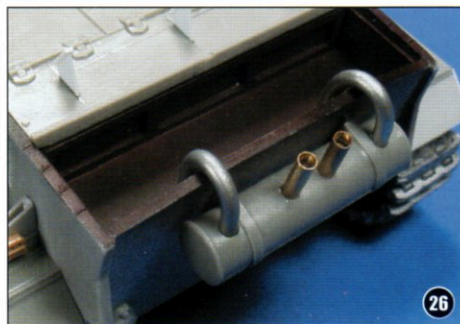
of equipment has subtle signs of use; paint is worn off handles, corners and edges leaving them dark, upper surfaces are oily or have obviously been stood on, etc. No piece of equipment seems to be precisely the same colour as its neighbour, thanks to wear and tear. Floor panels are so oiled and dirty that it's difficult to tell their original colour. In the most heavily worn parts of the floor, the raised ridges of the pattern are reflective metal."

This was the look I was after—if to a slightly lesser degree. To begin the weathering process, the next step was application of filters to the Elfenbein. I applied two oil-based filters. The first was cadmium yellow; this gave a warmer, slightly yellowish hue to the light sand. The second filter was burnt umber; this was used to tone down the yellow, just a little bit. To simulate the wear and tear, I borrowed the following technique from Adam Wilder. To highlight the edges of the Elfenbein areas, I used a section of stretched sprue dipped in XF63 and "danced" this along all the exposed edges. I also used the same technique using some of the hull red to show scrapes and scratches that didn't penetrate all the way to the bare metal.

On the Grau-grün and red oxide primer areas, instead of the XF63 I used Tamiya Flat Aluminum, XF16. The hull floor was then given localized washes of raw umber oil paint in Turpenoid to simulate the accumulation of dirt and grime in all the nooks



25



26



27



28



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33

25. The small sections of fenders are a combination of sheet and strip stock and Aber generic tread plate. 26. The kit's muffler is well done, but the pipes were not. I replaced the exhaust pipes with brass tubing with the ID increased; the pipes from the engine to the muffler are silver solder. 27. The kit comes with a set of Friulmodellismo Model transport tracks, as well as a white metal drive sprocket and idler wheels. 28. The glacis was made

from laminated sheet stock. The front plate was a custom milled piece of Plexiglas. 29. The completed build, almost ready for paint! 30. Before paint was applied, the undersides of the VK received a liberal application of modeling compound mud. 31. Vallejo German Grey, 052 base coat applied. 32. Post shaded with a 50/50 mix of 052 with Vallejo Barley Grey, 051. 33. The muddy areas were painted with Chroma semi-transparent burnt umber.

and crannies. This was also used to simulate dirty hand prints around the escape hatches. Black oil paint in Turpenoid was liberally dabbed on the floor plates, the transmission, drive shaft and most working surfaces to simulate oil and grease stains. The anti-skid plates were then gently rubbed with an HB graphite pencil to give a shine to the raised pattern. With the internal weathering complete, I added all the instrument dials.

The final step in the interior construction was the fabrication and painting of the two wooden boards. Most of the pictures of the VK36.01 show it during trials with VIPs standing in the turret race. They have to be standing on something, so I added the boards. To make the boards, two pieces of 0.020 x 0.150 strip stock were sanded lengthwise with 80-grit sandpaper to create the texture and grain of the wood. They were then sprayed with Vallejo Flat Flesh, 955. When dry, they were given a wash of Raw Umber oil paint in Turpenoid, allowed to dry for five minutes and then wiped lengthwise with a clean, Turpenoid dampened flat brush. When this dried, they were dry brushed with the flat flesh, and secured in position with PVA glue.

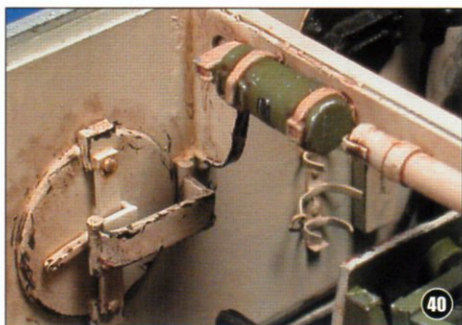
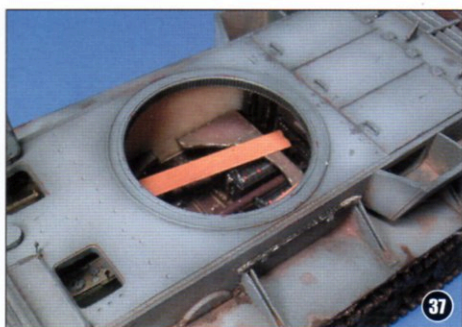
Back to construction

With the interior all painted up and pretty, some would even dare say "hussied up," I turned my attention back to the exterior. Who here doesn't like a

real nice exterior—raise your hand? Thought so, sure personality counts, but a good-looking fahrgestall never hurts! First order of business was how to deal with the glacis plate and the front plate. Photos of the VK at trials show no ball mount (kugelblende) for the MG 34, or the movable driver's vision visors installed. Both versions of this kit come with the glacis, front plate, ball mount and the vision visors as a one-piece casting. In order to duplicate the intricate openings for the driver's visor, this was scraped and replaced with a separate glacis from sheet stock, and the special milled front plate from Plexiglas. The glacis plate was made from a lamination of two sheets of 0.020 sheet stock and the driver's bullet splash guard is a lamination of two strips of 0.020 x 0.40 sanded to shape, with five holes drilled in the top for the attachment bolts. Weld beads were added by gluing down 0.20 round stock, then shaping them with a Pyrogravure. The new glacis plate was glued to the hull front and the foremost weld bead added. The Plexiglas front plate was missing some details, as well. These were added by milling a step on the top edge and a taper to the outer top edges. It was then glued to the glacis plate and the fronts of the hull sides. Small gaps were filled and a slight texture added to the Plexiglas with Mr. Surfacor.

Moving to the lower part of the hull, I added the torsion bar arms and plow attachment points. Two

of my torsion bars were miscast; the plugs that fit into the hull were missing. To remedy this I drilled out the arm, and inserted a 3mm length of 0.05 round stock, and counter drilled the hull to accept the new pin. The kit's fenders, all warped, were straightened in hot water and then cemented to the hull sides. The fender supports supplied with the kits are ok, but I surmise that to ease casting, are made solid, while the real deal is hollow. So into the round file the kit parts went. I fabricated replacements from sheet and strip stock, as well as punched rivets. These were then attached to the fenders and hull sides. Missing in the kit are the short sections of removable fenders that span the gap left for the escape hatches. These are very visible in photographs, so I needed to make them. I started by sizing a piece of 0.020 thick sheet stock to fit the gap front to back, and inset 0.020 from the outer edge of the fenders. To these I laminated an Aber photo-etched anti-skid plate that matched the pattern of the kit's fenders. I then trimmed the photo-etch to the underlying plastic with a green abrasive stone in my motor tool. The final touch was to add a piece of 0.020 x 0.015 strip stock to the outside edge to match the shape of the kit's fenders. CA was used to attach these sections to the kit's fenders. The kit's Bosch headlights were replaced with the lights from the Tamiya OVM set. The kit does not supply a horn, thus this came from the Tamiya OVM



37. My days of heavy dry brushing are over; panel post shading can be seen to good effect here. 38. The firewall decals are from the parts box, and the fingerprint design decal sheet. 39. The transmission was weathered by post shading the base coat, liberal black oil washes and chipping with Tamiya flat aluminum paint. 40. The fire extinguisher was given a coat of thin PVA glue to give the paint a chalky appearance, then a burnt umber wash and highlighting with Tamiya flat aluminum. 41. The distance markers are sewing pins and the horns are painted in chrome silver; per the reference photos. 42. The three scratch built windcreens. 43. The finished fig. This was my third attempt at fig painting using acrylics. The coat was given a slight sheen by rubbing it with a tissue.



more Swiss cheese, than pipe!

From what I can tell from photographs, the driver's hatch was not installed, so I drilled out three holes in the hull top where it would bolt through, then plugged the holes with round stock, leaving a slight recess. The radio operator's hatch had its hinge replaced, as mine was damaged. The armored air intakes were added next and the welds were replaced with Milliput. I find that Milliput works best for welds on resin, while styrene rod works best on plastic. The large vent openings were fitted with brass screen. Some other details added from the Tamiya OVM set were the Notek convoy light and a pry bar with brackets made from photo-etched fret. The last detail added to the upper

position. None of these are included with the kit, but are an easy scratch build.

The round glass plate was punched with an industrial punch of the corresponding size to fit into the opening. Its retention plate was made by drilling out the inner diameter of a piece of plastic tube stock, then turning the outer diameter to match the inner diameter of the opening in the hull. A thin sliver was then cut from the end of



set, as well. I added a horn wire using 0.008 stainless steel wire and the horn bracket is a left over from the Eduard M16 photo-etched fret.

The "driver knows" (actually, the distance rods on the outboard edge of the front fenders) are made from sewing pins, with the point cut off. They are mounted to the fenders on a section of leftover photo-etched fret, bent to the desired shape. The license plate base is strip stock, while the bar is brass rod. The kit's muffler is basically sound and could be used as is, but in for a penny, in for a pound... I replaced the exhaust stacks with brass tube that I drilled out to increase the inner diameter. I also replaced the exhaust pipes that enter the engine compartment with silver solder, as the kit supplied ones resembled

hull was the large turret gear. I used a six-inch long cable tie, cut to length and press fit into the race, then secured from underneath with cyanoacrylate.

Since the VK 36.01 at trials had no driver's visor or Kugelblende, the openings in the hull were covered with glass. The Kugelblende opening had an inset of round glass held in place with a circular plate. The driver's visor had a rectangular glass plate in a steel frame attached to the front armored plate. Also added to the vehicle was a windscreen for the driver, attached to the hull top, in front of the driver's hatch. This could be used in a raised or lowered

the tube and punched bolt detail added. The rectangular piece in front of the driver's visor was cut from clear sheet stock, and a border added to its front from 0.010 x 0.020 strip stock. Cyanoacrylate was then run around the outer edges to fill the slight gap between the "glass" and the frame. When set, it was sanded smooth. Two small holes were then drilled at the top edge, and a 0.010 stainless steel wire bent to form a handle was glued into the holes.

The upper windshield was cut from the same clear stock, but the top edges were rounded with a sanding stick. Two small "wings" were added to each side using the 0.010 x 0.020 strip stock. The base of the windshield is a large hinge, with a handle on the right side to raise and lower it. The hinge is made from two short sections of 0.035 round stock with a 0.012 hole drilled through the center. A piece of 0.012 stainless steel wire with the end bent 90 degrees and a epoxy knob were added. The hinge was added to the windshield, and all the frames painted with Vallejo German Grey, 052 and set-aside for final assembly.

In two of the pictures of the VK 36.01 there is a tubular steel ladder, with a curved top, visible. It is most likely used by the VIPs to board the hull. I wanted to include this detail, so I bent the two side

rails of the ladder from 0.020 stainless steel wire and soldered the cross members with silver bearing solder. I then sand blasted it, and painted it with Vallejo Black, 950 and chipped it with Vallejo Hull Red, 039, Tamiya German Grey, XF63 and Tamiya Flat Aluminum, XF16. When the paint had set, I then rubbed HB graphite on the topsides of the rungs. This too, was set-aside for final assembly. Gluing the hull top to the hull and adding the rear louvers finished the build. To prepare for the next step, the turret race, drivers and radio operator's hatches, Kugelblende and driver's visor opening, as well as the rear engine well, were masked closed.

Painting and weathering

Man, I love to paint—models that is. I am totally useless when it comes to painting anything else, just ask my wife. The next step, before I applied the primer, was to add tons-o-mud to the lower hull and underside of the fenders. Most of the pictures of this baby show it "rompin in the mud." To replicate this heavy buildup, I used artist-modeling compound. This is acrylic putty, about the consistency of tub cream cheese. Large gobs of the putty were applied with an old brush in a dabbling pattern. As the stuff tends to crack and shrink as it sets, I had to add a final thinner coat to fill the voids. The road wheels were also "mucked up" at this time. I used a slightly different concoction for these. I mixed Plaster-of-Paris, with play sand and gloss acrylic gel. This was then liberally applied to the road wheels, idler and drive sprocket. The sand was used to get a "chunkier" look. Once all the "mud" had set over night, the kit was mounted and primed with Vallejo Black Grey, 056. This was immediately over coated with Vallejo German Grey 052, letting some of the 056 show through. The last coat given was a post shade of a 50/50 mix of 052 with Vallejo Barley Grey, 051. This was sprayed on the center of panels, fender sections, etc.

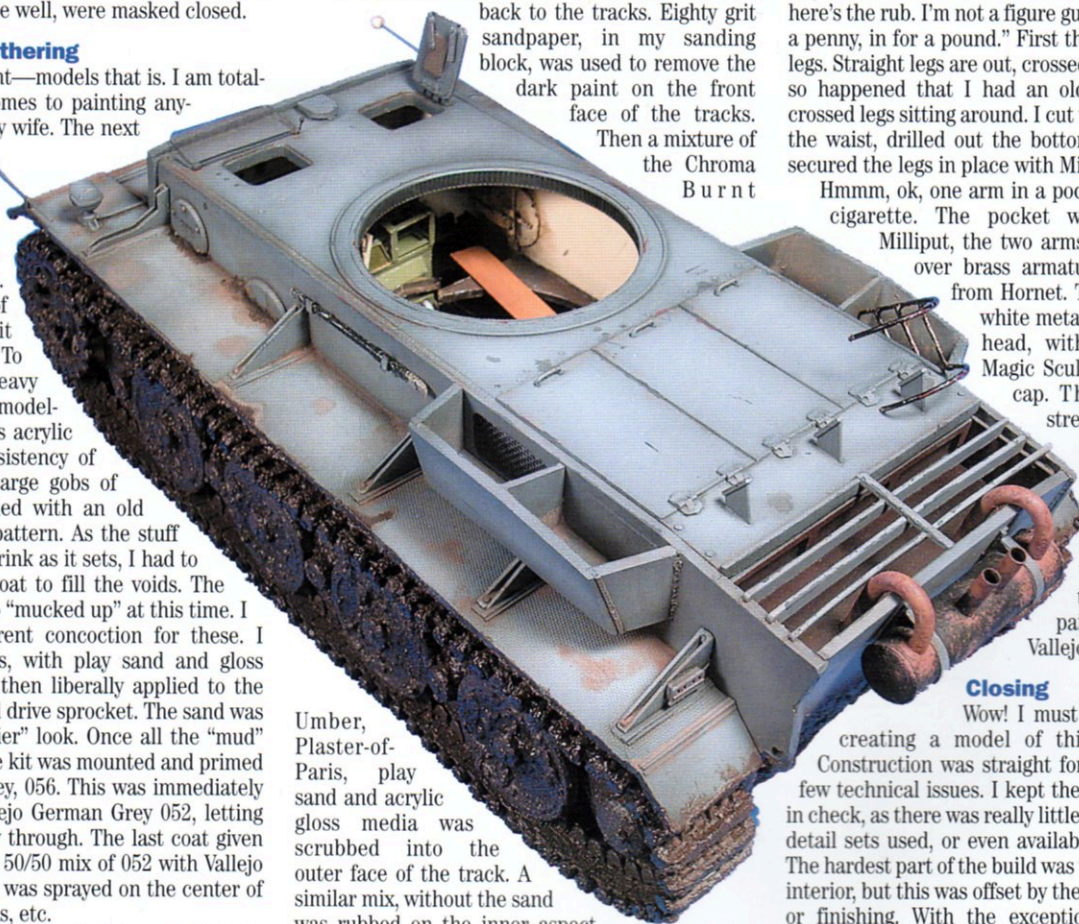
A wet mud over dry mud effect is very visible in pictures of the VK 36.01 at trials. To replicate this, I began by adding a mixture of dark earth weathering pigments and Turpenoid to the upper sections where previous mud accumulation would have dried. The wet "mudded" areas received an application of Vallejo Dark Earth, 029 and then a coat of Chroma brand burnt umber acrylic mixed with Liquitex acrylic gloss varnish. Mud splatter was made on the front and rear of the lower hull by turning the air pressure too low on my regulator, causing the airbrush to "spit."

The muffler and exhaust pipes were tackled next. The main body of the muffler was given a coat of Vallejo Black, 950, while the pipes leading from the engine to the muffler were painted with a 50/50 mix of Vallejo Black Red, 859 and Basic Skin Tone, 815. This same combination was then applied randomly to the muffler using an old, splayed brush. To give the rusted areas more color variation, straight 859 and Polly-S Rust, 500068 were dabbed over the top of the base rust color. As the hull and muffler were drying, the tracks were immersed in Blacken-it and left to soak for 30 minutes. After rinsing and drying, they were sprayed with Delta brand Burnt Umber, 462 and set aside to dry.

To tone down the variation in color from the post

shading, a black oil filter was applied to the entire vehicle. Heavier spot washes of the black were added around the engine access panels to simulate oil and fuel spills. Very minimal wear and chipping was added around the turret race, hatches, engine access panels and rear grills. I used Tamiya German Grey, XF-63 and Vallejo Hull Red, 039, depending on how deep the scratch would be. The "glass" parts set aside earlier were now installed using PVA glue and the metal parts given a Burnt Umber wash to simulate accumulated dirt and grime.

It was at this time that I turned my attention back to the tracks. Eighty grit sandpaper, in my sanding block, was used to remove the dark paint on the front face of the tracks. Then a mixture of the Chroma Burnt



Umber, Plaster-of-Paris, play sand and acrylic gloss media was scrubbed into the outer face of the track. A similar mix, without the sand was rubbed on the inner aspect. The tracks, idlers and drive sprockets were then added to the tank and cemented in place with cyanoacrylate cement. The mudded areas were then touched up with a combination of the Chroma Burnt Umber and gloss media. Adding the front license plate, the pry bar and the ladder finished the build.

Go figure

Please open your *Modeler's Guide to the Tiger*

MMiR RECCE

New Connection VK3601 (includes Friulmodel's ATL-26 track, drive sprocket and idler).

Kit number 35266. **New Connection VK3601 Bergschlepper.** Kit number 35233. One full kit and additional parts graciously provided by the manufacturer.

Tamiya Panzer IV On Vehicle Equipment Set. Kit number 35185.

German Interior Stencils Fingerprint designs, 35/001B

Techmod decals, 35001H

Aber generic anti-skid plate, PP04

Model Car Garage Engine detail set, MCG-2011 (This is a 1/25 scale photo-etched set for model cars – gasp! But 1/35 tank batteries are about the same size as 1/25 car batteries when you hold them side by side, so what the heck!)

References

The Modelers Guide to the Tiger Tank. Patrick A. Stansell. Ampersand Publishing.

Panzer Tracks No. 6 Schwere Panzerkampfwagen D.W. to E-100. Thomas Jentz.

Panzer Tracks Publishing.


Panzer Arcana. David Byrden. <http://www.byrden.com/panzers>

Tank to page five. See that guy with the 1920's style driver's cap, nonchalantly leaning against the track? Yes, that's the guy. Well, I wanted him to be leaning against the track of my VK 36.01, but since this is like 60 plus years away from that scene and my VK is slightly smaller (35 times for you engineer types) I had to give up my desires—or did I?

It turn out a good friend located a resin figure with a similar pose with the all-important coat and my wish became reality. Of course, I couldn't leave well enough alone and just use the figure as it was. No, I had to make him look like the picture. Now here's the rub. I'm not a figure guy, but, again "in for a penny, in for a pound." First thing to go were the legs. Straight legs are out, crossed legs are in. It just so happened that I had an old set of Verlinden crossed legs sitting around. I cut them off just below the waist, drilled out the bottom of the coat and secured the legs in place with Milliput.

Hmmm, ok, one arm in a pocket, one holding a cigarette. The pocket was formed from Milliput, the two arms are magic sculpt over brass armatures. The hand is from Hornet. The head is an old white metal Hornet character head, with a Milliput and Magic Sculpt leather driver's cap. The cigarette is stretched sprue. The figure was primed with white flat enamel and painted with Vallejo acrylics following the wonderful painting guide on the Vallejo web site.

Closing

Wow! I must say I had a blast creating a model of this historic beast. Construction was straight forward, with only a few technical issues. I kept the AMS pretty much in check, as there was really little to no after market detail sets used, or even available for that matter. The hardest part of the build was the finishing of the interior, but this was offset by the ease of the exterior finishing. With the exception of the custom milled front plate, this conversion is well within the abilities of the average modeler. Maybe if there is enough interest, New Connection can be convinced to produce the VK 36.01 Fahrgestell as a regular kit! Come on "Dr. Lutz." show us the bratwurst! 

—John F. Steinman, DMD

A peek at what's new
on the figure front!

MiniMen

BOY, I HATE
THOSE MET
FANS...

Alpine Miniatures

Alpine is here and they are here to stay, baby! The releases are regular and the quality superb. As always, they travel in pairs...

First up, is a lovely looking 35016, DAK Panzer Officer (1). Our man is hefting his trusty Zeiss optics, while dressed in long trousers worn over the distinctive tropical boot. He also wears the tropical version of the Army blouse, neatly topped off with a flowing scarf. As always with Alpine, there is a choice of two heads and in this instance, it's a billed cap, or a side cap. Paint that last item in Panzer black and folks will think you're clever.

35017, DAK Panzer NCO (2), is the companion to 35016 and this dude strikes a bit more of a dramatic pose, as he turns to look over his right shoulder. He's outfitted in a more typical desert way, with his trousers tucked into the tops of the tropical boots. He also sports a pair of Zeiss and his scarf ends with a very convincing flourish across his back. The choice of "kopf" is the same as above.

Both these guys scream recce to us and have to be the perfect companions to a four, or six-wheeled armored car.

35018, DAK Panzer Crew Set, is simply the same two dudes packaged as a set.

Don't mess with 35019, US Tanker w/Tommy Gun (3). This is a bad-ass looking WW2 tanker about to go Postal with his Tommy gun. It's a very well executed pose and the sculpture reeks of great little details that are starting to become the hallmark of this line. Case in point: the folded over gloves in the back pocket and the trousers rolled up to reveal delicately rendered leggings.

It seems he'd fit in just about any fair weather period, but the dungarees have always struck us as early war, maybe next to your Lee or your direct vision M4A1?

Choice of heads here is the standard football helmet, or, get this: a New York Yankees hat! Do we have a fan, or what?

You want action? We've got it in the form of 35020, German Para with PzSchreck (4). This is a fully equipped Fallschirmjäger infantryman, from the later war period. Think: Normandy. He's really hefting that Panzerschreck and the animation here is first rate. We love the way the sculpture has been rendered to show the weapon being pulled up to the face and the tense stance of the legs. Good stuff! Attention to detail is Alpine Standard, with a wonderful looking jump smock and jump boots, along with spot-on web gear and kit. Your choice of heads is a netted helmet or a cloth covered one.

35021, German Paratrooper (5), will not be IGNORED! The very obvious companion is 35020, kitted out much the same as our pal above, but he totes an extra rocket, a rifle and a few grenades to deal with party poopers. This pose is also way cool, as he leans in to get an operator's view of the bazooka.

Grab both these bastards as 35022, German Para Anti-Tank Team. If you don't pose these guys in the bushes about to jump a passing Sherman, we will!

35023, OIF US Tank Crew #1 (6) and 35024, OIF US Tank Crew #2 (7) provide a bit of the latest armor news for your modeling pleasure. Boy, it's all here: the Nomex suits, the Interceptor Body Armor (and its attendant straps) and more of those cool, folded gloves. To add some flexibility to the poses, 35024 is rendered with legs crossed, but the piece will fit perfectly down the hatch of an M1. Out of the tank, you'll need something to lean against. There is just so much detail going on there that it would be a real crime to stick these guys "down the hatch." The choice of heads on both is either the standard modern tanker's "brain bowl," or Kevlar. Either way you get superbly rendered goggles to finish them all off. Who-ah! 35025, OIF US Tank Crew Set, is our two boys together.

Dragon

6215, Fallschirmjäger 8cm Mortar team, Italy

1944 (8), is the full set of maniacs to man their very own 8cm. These guys sport the typical airborne uniforms, so they could really be just about anywhere in Northwest Europe. The animation of all the team members is first rate. This thing is freakin' loud! Everyone looks appropriately annoyed. As always, equipment abounds, with the full mortar in evidence, as well as rounds to pass around and an ammo box. Each of the figures wears light kit with just a gas mask and a bread bag. That's the thing about that counter battery fire—ya gotta shoot and scoot!

A real nice touch is the choice of cloth covered "shorty" helmets or plain 'ol painted steel. Think Monte Cassino, or even Normandy hedgerows.

FYI, the mortar is the standard German 8cm Granatwerfer 34, used throughout the war by all the land forces. It was carried as a three-man load (base plate, tube and tripod), but serviced by a four-man crew.

6271, Advance to the Rhine, U.S. 1st Army at Remagen 1945 (9) is a mega set of dudes, with six figures, rather than the average five. It's an interesting set as it represents the U.S. Army at its apex in the Second World War. The entire assembled group wears the M43 uniform with the high buckle boots, a uniform combination not all that common until the fall of 1944. One simply sports his army raincoat, which we thought was a nice touch. This was standard item and certainly could be popped on whenever the wearer felt a soggy chill. There is a nice mix of weapons here, too, with M1 Carbines mixed in with the Garands. The cats in question are outfitted as an RTO scout team and the choice of weapon is spot on. The guy with his binos carries the M-1938 canvas dispatch case (a map case), while his buddy humps the SCR 300 backpack radio. Another late war piece of equipment, this baby started to see service in the summer of 1943. It was typically used within the battalion net and by artillery observers.

One dude in particular is outfitted as a medic. He wears the Red Cross brassard on his arms and shoulders the medical pouch combination with its distinctive harness. This harness, which uses a wide shoulder yolk, was originally designed for pulling a wheeled stretcher carrier. Two of the standard medical pouches could be heavy, so it was primarily seen in this role. By the way, Dragon nailed that medical pouch with its distinctive perforated flap.

6275, Flak Artillery Crew, 1943-45 (10), is a bit of a transitional set for our pals at Dragon. This is the same set that accompanies the new 8.8cm Flak gun. Although this is not quite Gen2 yet, it is getting pretty close. The uniform detail, especially in regard to folds and other fine detail, is a step above previous releases. It is billed as a "Multi-Pose" set and each figure can be posed in one of two positions right out of the box. Of course, once you get a hold of it, you can mix and match as you see fit. The possibilities are pretty vast when you stop to think about it. The most obvious choices are SPG crews. Once you've got a guy to lay the gun, all you need is ammo hefters and a commander and you're in business.

The theme here is pure winter warfare. All six cats wear their finest cold-weather garb. This consists of the hood and reversible winter suit. Again, you've got some nifty options. Normally, these suits reversed from white to mouse brown. But this sometimes could vary (as the box top cleverly represents) from greenish to gray. The suits could also reverse to Zeltbahn or SS camo, so your brush could really get a workout on this set.

Hornet

The only problem with Hornet heads is that there are simply not enough of them. We modelers tend to be a lazy lot (at least the ones around here). Although the Hornet line abounds with bald heads awaiting headgear, it is a very ambitious modeler that sets out to actually SCULPT something on those inviting domes. So after enduring many years of constant whining and crying, the powers that be at Hornet have finally graced us with **HGH 17, 5 heads with SS side caps (11)** and **HGH 18, 5 heads with German army side cap, WW2 (12)**. This is a fine remedy for the Panzer affliction that ails you. Don't worry about converting one to the other; they are already done for you! And, even with our limited math skills, we know that five is a magic number—why



WHERE'S MY
MMIR???



12

NO, NO...
THAT'S TWO
TACOS AND
ONE BURRITO...



13

14



15



Royal Model

Royal is not as prolific as other resin manufacturers, but they do tend to foster a "one stop shop" attitude for their line. Figure releases tend to follow a theme set by earlier armor accessories and detailing sets. A clever marketing ploy, perhaps, but we'll admit to being major suckers for it.

413, German Tankers (Italy '44) (15) presents a familiar scene to most long-time armor modelers. The set depicts two tankers carrying umbrellas, while traveling aboard a moving vehicle. The real scene is actually France and the two figures are based on a photo of two Jagdpanthers of the s.Pz.JgrAb. 654, one towing the other. In the photos, it's raining cats and dogs and the crew has commandeered umbrellas for the soggy ride. Although it is very hard to find, the complete set of photos can be found in the Art Book *Der Deutsch Panzer und Militärfahrzeuge an der front Bildband*. There are also a few of the sequence to be found in the Fedorowicz book *History of the Schwere Panzerjäger Abteilung 654*.

414, Soviet Tanker (16) is a rather patriotic looking pose that would fit perfectly into the designated hatch of your choice. We're thinking pure T-34, of course, but there certainly has been a lot of KV action going on lately, especially from Royal.

415, German Tanker at rest (Italy 1944) is the standing tanker from 413, offering up for diorama possibilities.

417, SS-Scharführer (5th SS Pz. Div. "Wiking") (17) is a rather striking single figure that could be painted to great effect, given the camouflage patterns used by this unit. A whole suit, or just "black on top" would yield a handsome result.

S&T Products

You know, it's probably all very ordinary for a guy with the kind of talent John Rosengrant has. He's probably like: "well... I guess I'll just sculpt some new 1/35th scale figures today, la-de-da... No big deal, it's just normal for me to BLOW EVERYBODY'S FREAKIN' MIND!!!" WOW! Whoee-man! Whew!

it's just as many as you need to make up a full crew. That's right, it's a new head for everybody—new heads all around! YEAH!!!!

Our editor was quick to figure this out and nearly six months after their release, he has gone so far as to adorn our cover with a full set of HGH 18. We take back some of the stuff we said about him...

MIG Productions

MIG, never the one to really stamp out the 1/35th scale fire releases, gives us **MP 35-131, Soviet Soldier, Barbarossa, Russia 1940-41 (13)**. This is a fairly special piece that really reeks of early war detail. We especially like the pre-war kit and ammo pouches for the Mosin Nagant rifle. He does sport the newer helmet style, but there are replacements out their of the earlier version. Although it's just humble 1/35th scale, we're sure to see it crop up all by itself in figure competitions. However, we'd love to see the guy giving directions to your next scratch built T-60 tank, or even something bigger. Hey, how about sticking him in a Russo-Finnish war scheme? The uniform and helmet fits the time frame... Hmmmm...

Resicast

35.591 Soldier with Bren gun (14) continues a long running series of British troops from this prolific resin manufacturer. This guy is marching in the standard kit with the Bren gun over the shoulder. He's wearing the popular wool-lined leather jerkin, but because marching is a warm business, he's flipped up the sleeves of his Battledress blouse. Check out the expression on his face. It looks like he's sharing a joke with someone up ahead. Maybe he knows that Wolf figure down below...

SORRY I'M SO
GRAINY...



16

17



18



19

O.K., O.K., we're better now. Let's just pretend it IS ordinary and look at **STP-35002, U.S. Tank Commander, WWII (18)**. This is the tip of the Rosengrant tank crew spear and the figure depicts the head honcho, heads up in the cupola. The garb here is the tanker's overall and football helmet.

STP-35003, U.S. Tanker Standing Winter, WWII (19) is a real stunner. He's just sort of hanging out, dragging on a butt—you know, no big deal. The figure is really something, though. The pose is really effective and the way he's rendered with his rubber over boots, tanker's overalls and tanker's helmet liner really hits the "winter 44-45 mark." This little dude would look fantastic on top of the hull, or standing next to a tank.

STP-35004, U.S. Tanker Loader, WWII (20) is perfect for keeping 35003 company. He is positioned perfectly to fit in the oval loader's hatch of a late Sherman turret. It strikes us that very little work would be needed to convert him to any other position.

STP-35005, U.S. Tanker Driver, WWII (21) appears just meant to occupy the left hand hatch of a Sherman. His right arms will drape perfectly over the barrel if positioned correctly. His obvious companion is **STP-35006, U.S. Tanker Radioman Winter, WWII (22)**. He's hunkered down in the right hand hatch.

We have experimented with the whole crew and found that they will fit in just about any big hatch Sherman with little or no modification. Earlier tanks may take a bit of knife work. Move 'em out!

STP-35008, GI w/BAR, Winter 1944-45 (23), gives us some standing company for our dismantled buddy, 35003. He hefts that BAR gun just like it weighs 35 scale pounds (project: diagram this equation out on a large piece of poster board and mail it to the editor). He's got those big ammo pouches goin' and we are definitely diggin' those rubber overshoes.

Takahashi Modelling

Takahashi of Japan has made a name for themselves by producing gorgeous little specialty figures in white metal. They can be sparse in these here parts, but they always turn out to be worth the wait (or the trouble). Here are the latest 1/35th scale offerings

Most, if not all, of the Takahashi pieces are based, to some extent, on an actual photograph. This is the reason for the specific identification of the miniatures. This can be a little deceiving, as the real beauty of these castings is found with the first look. In other words: ignore the labels and look at the pictures!

TK-55, German SS 101st H. Tank Bat. SS 2nd Lieutenant Normandy, 1944 (24), is a pleasant-looking over coated fellow enjoying a sunny day during the Second World War. He does have a companion piece, SK-54, a similarly posed figure with his arms at his sides. Unfortunately, our example was missing an arm and no matter how we shot it, the result was... was... NOT good. At any rate the pair would make a fine duo for your next dio.

As would **TK-60, German Army 1st Sergeant Eastern Front (25)** and **TK-61, German Army 1st Sergeant Eastern Front (26)**. This very animated deuce is sold separately, but form a fine pair trudging across the steppe. Hey, maybe they're going to the mess hall? Great work on TK-60 with his strap mounted flashlight (torch?), belt and map case. It looks like TK-61 is happy he knows how to beat the cold.

Takahashi has delved mightily into 1/48th scale, with several individual pieces that also are designed to work in groups, just like their 1/35th scale counterparts.

The first grouping is composed of **TK4802, German 503rd H. Tank Bat Captain (27)**; **TK4803, German 503rd H. Tank Bat Corporal (28)** and **TK4804, German 503rd H. Tank Bat 1st Sergeant (29)**. The three make up a great, casual setting located just off the ass-end of your next 1/48th scale Tiger I. Go on, you know you want to.

Think-one-eighty Studios

Probably no one single company has done more to represent the modern U.S. Armed Forces in 1/35th scale than Think-one-eighty. They have a tireless eye for detail that





is coupled with a sound knowledge of current gear and how it's used. They now have a whole series of excellent OIF releases, so let's look at them, shall we?

First up is **35001, US Infantryman OIF (30)**.

This is your basic doggie outfitted for combat ops with his MOLLE (Modular Lightweight Load-Carrying Equipment) vest strapped on tight and full of ammo. He's toting the M4 carbine, which has been a pretty rare sight in our scale. If you haven't heard, the M4 is a lightweight version of the M16. Due to clear thinking somewhere, it has over 85 percent compatibility with the M16A2. Because he's a bad-ass, the M4 has a scope. He further is outfitted with kneepads and Interceptor Body Armor. A choice of a PASGT or MICH helmet is provided, which is handy because the figure could then represent more specialized troops such as the 10th Mountain, Airborne or even Special Forces.

35002, US Special Forces Afghanistan/Iraq (31), is really unique and depicts how the SF guys like to "go native." This guy could also be an SF operative from one of the many SOF units in the U.S. arsenal (SEAL team, US Army Ranger, Marine Recon, etc.). Sure he's got an M4 SOPMOD, LBT Tactical Vest with a PRC 126 (with handset and measuring tape antenna) stuffed into a rear pouch, but he also sports a full beard and a baseball cap. This sculpture typifies the SF in the initial months of the conflict. Interestingly, most of these guys are even more "native" nowadays, even wearing local hats and scarves.

35003, US Marine w/M249 in MOPP Gear, OIF (32) is geared up for some chemical action—sort of. MOPP Gear is what any fashionable Jarhead wears to wage chemical warfare. MOPP (Mission-Oriented Protective Postures) comes in different levels, depending on the nature of the chemical emergency. And so, the level of wrapping up in your MOPP Gear also changes (we've always gotten a kick out of the fact that there's a Level 0, which is basically just humping the suit around). The main suit used by U.S. ground forces is the JSLIST, or the Joint Service Lightweight Integrated Suit Technology over garment. Our buddy is somewhere around Level 1, which means chemical attack is possible, so keep your ass ready. He's humpin' a SAW, a spare magazine pouch, two water bottles, a butt pack, a med pack and M16 ALICE pouch. He is also wearing the first generation Interceptor Body Armor, sunglasses and handkerchief to cover his face. It's a terrific pose and we especially like that handkerchief. Great detail.

35004, US Marine w/M16A2 MOPP Gear (33), is the second Wildman representing the early stages of OIF. He has the standard M16A2 and MOLLE gear for his Interceptor Body Armor. Interestingly, he humps a water hydration pack (camel pack). The bandanna is way cool, too.

35005, US Infantryman OIF #2 (34) gives us yet another modern OIF figure. This time, our man wears the Interceptor Body Armor with the standard MOLLE Gear and has an assault pack on his back. Like 35001, a MICH Helmet is also included for some variety. His pose represents a bit of action, as he is depicted reaching for an ammo pouch, presumably to replace his emptied clip in his M4 rifle. This figure would make good company for 35001.

48001, Panzer Commander (35) is the first of what we hope will be several in 1/48th scale. This guy's pretty basic, representing the typical panzer wrap upstairs and the reed green trousers (denoted by the pocket) downstairs. We liked the way he's rendered with a scarf, which immediately sets him part from the crowd.

Tristar

Tristar continues its seemingly never ending series of higher than normal quality 1/35th scale styrene figure sets, ably assisted in the task by the Japanese figure sculptor Hirano Yoshi. We're catching up here, so it's two older sets this time around.

First up is **011, German Afrika Korps, (36)**. Like many of the previous sets, this one contains a veritable crowd. No fewer than six cats and all their attendant equipment stand by to occupy your next desert diorama. The equipment is all standard German issue with the now well-known Tristar attention to detail. There is always something special in the box and this time it's

an amazingly detailed MG34.

Five of the six are depicted wearing the M40 Tropical Tunic, a cotton drill, lightweight, olive green version of the M36 wool version. The sixth dude is a driver, apparently made to fit in the driver's set of a Kübel, but it strikes us he could be adapted to just about any wheeled vehicle. He's dressed in the M41 Short-Sleeved Shirt, which is recognizable by its epaulets. All but one of our pals wears the M40 Leather and Canvas Ankle Boots.

That particular guy is decked out as an officer with an MP40, a map case and the 1st type Army laced desert boots. He also sports the funny-looking M40 breeches (hey, where's the horse?). Some of the other unique tropical gear represented is the canvas webbing (replacing the temperate leather) and the ubiquitous M40 Tropical Field Cap.

012, Russian Tank Crew (37), is simply packed with dudes (and dudettes) to populate all of your Russian armor. There are a total of seven figures in the box and two of those come with an extra head. Cool!

Of the seven, two are half figures, for hatches, and the seventh is a tanker chick. There was not a tremendous amount of variety on Russian tanker uniforms, so three of the seven just wear the standard tanker's overall. However plain, they are executed very well, with a lot of attention to folds and a general saggy feel. The remaining two crewmen wear the stylish looking black trousers and the short black leather tanker's jackets. These are rarely seen in the figure world and are very cool looking. Some of our favorite photos are of these jackets being worn by tank crews in Berlin. This would also stretch out the time period a bit. Think Berlin Victory Parade JS3's, or even early Fifties T-54's.

The distinctive leather tanker's helmet is worn throughout (although the two alternative heads have side caps), with Ms. Tanker sporting a side cap. She is particularly well done and wears the commonly seen Russian blouse and breeches with high boots. Great facial expression.

Perhaps the most compelling thing about both these sets is the execution of the various poses. All have a very natural feel and, as kits, they go together quite well. One other comment: All the individual figures are sculpted to a true 1/35th scale, which is a real pleasure in this age of distorted giants and anatomy class rejects.

Wolf

Ah, yes, the simple pleasure of a Wolf figure. Just pop one in your mouth and savor that mellow flavor... No, no, please don't eat the miniatures! But they are just THAT good. First up is **WSH 40, British Officer, Duffelcoat, Western Desert WW2 (38)**. Typical Wolf here: a super simple single casting, but very effective. The Duffelcoat was a popular civilian item in the pre-war years and this is a great example of how British officers habitually "civilianized" their wardrobe in the combat zone. A very compelling reason to model more of these guys, we think! The execution of the coat is very well done and the possibilities for placing this guy are endless. He's wearing the officer's service cap, but with a head switch from the Hornet range, he could sport a side cap, a beret, or even a helmet.

WSH 49, UK/Canadian Infantryman, Smoking Late WW2 (39) is going to be the perfect accessory for your next [insert favorite British vehicle here]. Why, what you've got here is yet another beautifully executed one-piece miniature. It's summer. It's Normandy. It's warm. You've just finished cleaning your weapon and it's time for a smoke. There's nothing like a job well done, eh? And nothing like a figure well-done. Our boy wears the standard Battledress trousers, but has discarded his blouse to expose his First Pattern ORs flannel shirt and trouser braces. However, not one to slum about, he has accessorized the ORs with two cloth ammunition bandoliers. As you were!

The various manufacturers supplied samples for Mini-men, as well as HobbyLink Japan, who provided the Takahashi releases.



The Royal Treatment

THE TAMIYA Sd.Kfz. 222 GETS THE OPRAH MAKE OVER



As a result of the weapon restrictions of the Treaty of Versailles, Germany was limited to building armored cars, primarily for internal security, and restricted in many ways to prevent them being used as fighting vehicles. When Germany started their re-armament, it became clear that the army needed a modern armored vehicle. The Sd.Kfz. 222 was a modified version of the Sd.Kfz. 221, with a larger turret to carry an automatic gun and a standard short-range radio. The first series of Sd.Kfz.222 were built on the sPkw I Horch 801 chassis with a 3.5-liter engine. From early 1942 on, an improved chassis, the sPkw I type V, was introduced with an 8-cylinder 3.8-liter Horch engine and hydraulic brakes. The armour on the front hull was also increased to 30mm. A 2cm automatic gun with coaxial MG 34 was mounted in the turret and could be elevated to an almost vertical position for fighting enemy aircraft. The Sd.Kfz. 222 had a three man crew, weighed 4.8 tons and could

travel up to 85 km/h. Panzerspähwagen, as German armored cars were known, were issued to the Aufklärungs Battalions and following the outbreak of WWII, the Sd.Kfz. 222 proved to be effective on the fronts in Poland, France and North Africa. Although they had to be replaced with half-track armored vehicles when facing rough terrain, the Sd.Kfz. 222 served on all fronts until the end of the war.

The kit

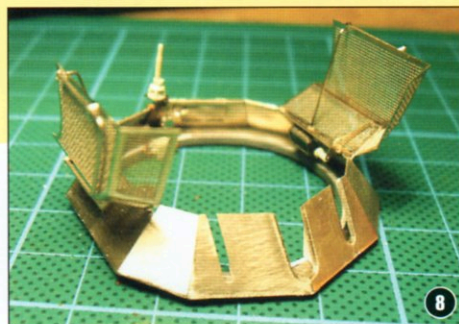
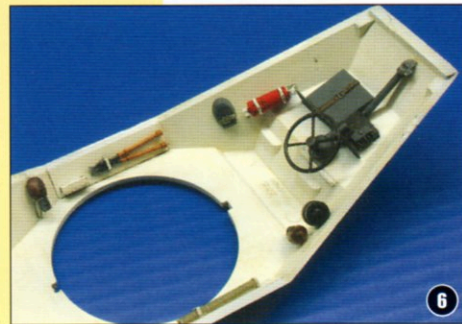
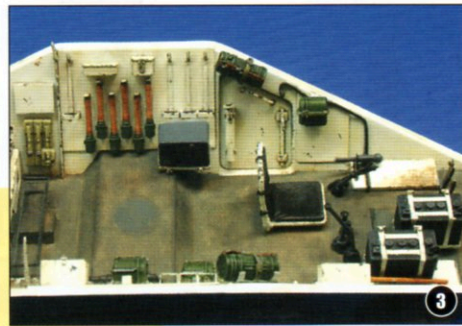
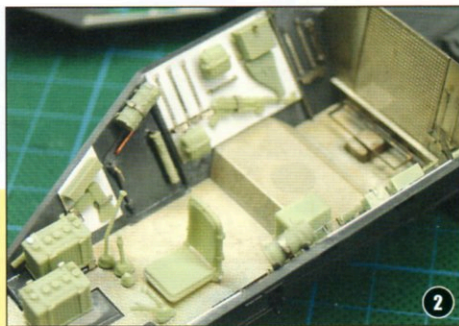
Tamiya recently re-released their 1975 Sd.Kfz. 222. The kit is the same as 30 years ago, but they now have included a nice aluminium barrel, new decals and an etched fret with the turret screens. As a bonus, you get a sprue from their fuel drum set, ideal for using in a small vignette or diorama.

The parts are cleanly moulded in dark grey plastic and although it's old, it is a good basic kit and most of the details are still quite good. On the other hand, there are some prominent mould seam lines that have to be cleaned up, but nothing serious. In the end, it will build into a nice model of the Sd.Kfz.

222, but if you want to lift it up to modern standards, you will have to do some additional work.

The Italian company Royal Model gives you a helping hand with the release of some very nice update sets. For this model I have used their update sets #325 (exterior set) and #326 (interior set). If you want to add some extra stowage, then you can also use their update set #344.

The extensive exterior set (325) comes with no fewer than four etched frets, as well as some resin pieces and several thicknesses of different metal wire. The resin pieces are very sharp and cleanly cast. The interior set (326) consists of two frets of etched metal, several lengths of different thickness metal wire, a sheet of film for the visors and driver's instruments, and 50 resin pieces that are very nicely cast. These two update sets are made to the highest standards and provide you with almost every detail you could want. In some cases, like the storage boxes on the left hand side of the vehicle, you can completely rebuild parts of the base kit.



1. Before I could fit the floor plates, it was necessary to remove the central gun pedestal and the raised border on the right side. 2. The instructions are not very clear about the exact position of the raised floor section and the rear engine bulkhead, so it is best to line these up by dry fitting with the top hull and to check their correct position. 3-6. I recommend painting all the gear, grenades and so on before putting all the goodies in place. To achieve that typical off-white color for the sidewalls, I used several

filters with Humbrol 93. 7. Sealed up! 8. The turret is a masterpiece on its own, and much to my surprise, assembly was just a breeze. I advise using a Hold & Fold or other device for carefully bending the 10 edges. 9. Another nice part of the Royal set is the external storage box on the left hand side of the vehicle. This is completely made of etched metal parts and includes all the hinges and latches.

Eye catchers in the exterior set are the top hull deck, the completely new turret and the hinged anti-grenade screens, which have a very nice woven texture. The inclusion of all the resin parts and the floor plates with tread plate pattern in the interior set enables you to bring life to the interior. And if you want, you can even rebuild the driver's visor, which consists of more than 20 pieces!

The only drawback to these sets is the instruction sheet, which is a little vague, so careful studying of the drawings and your reference pictures will be needed. But in the end these two sets will turn your model into a real eye catcher!

Construction

Before starting to build, it was necessary to carefully study the different instruction sheets and to determine which parts of the kit would have to be replaced with the relative parts from the two update sets. Then, I had to plan in which order I would build the model to avoid any possible damage during handling, due to all those fragile etched metal and resin parts. It is also recommended to study pictures of the real vehicle, as some parts of the Royal Model instruction sheets are a little vague. I don't want to write a step-by-step building article, but just point out a few things you will have to pay attention to during construction.

I started with the interior. Before I could fit the floor plates, it was necessary to remove the central gun pedestal and the raised border on the right side. The instructions are not very clear about the exact position of the raised floor section and the rear engine bulkhead, so it is best to line these up by dry fitting with the top hull and to check their correct position. Otherwise, you will end up having problems when mounting the new resin central gun pedestal. Another shortcoming is the lack of the recommended sizes of the different thin plastic card panels, which have to be added to the sidewalls before mounting the different brackets, tools and boxes. Again, careful study of the instructions and pictures will solve this problem. I recommend painting all the gear, grenades and so on before you put all those goodies in their place.

Painting of the interior started with an overall coat of Tamiya white acrylic paint. To achieve that typical off-white color for the sidewalls, I used several filters with Humbrol 93. Just add more filters until you are satisfied with the result. In the painting section of the exterior, I will explain briefly how I like to paint my models. As I wanted to build a German grey vehicle, I painted the floor panels in the appropriate color. After painting the details, I added several pin washes to all the details. I then started adding scratches and chipping to all those places and cor-

ners where you can expect that the paint on the original vehicle would get damaged or would come off. Finally, I added some dried mud and dust to the floor section, using those superb MIG pigments (but be careful that you use them sparingly!). Then all the gear and other pieces (which were already painted) were glued into place and both upper and lower hull pieces were glued together.

I decided to build the model with the vision ports and the two side doors in the closed position. Afterwards, that seemed to be a mistake, because with the central gun in position and with the figure added in the turret, very little is left to be seen of all the work on the interior. But... at least I know it's there!

With the upper and lower hull glued together, I added the suspension. Before I started with the exterior, I cut away all the details that would be substituted with photo-etch and resin parts. After filling all the positioning holes and the seam between both the upper and lower hull, I sanded the surface smooth. The top hull deck, which consists of two layered parts, fits very well to the hull. Some minor application of putty around the edges is sufficient for a seamless edge. After this, the model received all those nice details. No problems so far and the fit is very good, Royal Models have done their work properly.

I already had some sleepless nights thinking how I could make the most difficult part: the turret.



The turret is a masterpiece on its own, beautifully detailed, and during construction I noticed, much to my surprise, that the assembly was just a breeze. I advise using a Hold & Fold or other device for carefully bending the 10 edges. Also, dry fit the structure with the metal bottom plate of the turret and use only small quantities of superglue to assemble the structure.

Next came the inner bracing flanges and all the other details on the inside of the turret. The only thing that you have to use from the Tamiya kit is the lower turret ring: just cut it off the plastic part and glue it in position. Now concentrate on the other eye catcher: the anti-grenade screens on the top of the turret. The grills of the screens are beautifully rendered, as are the bracings, which have to be made from the wire that is also included in the set. Just pay attention to these screens, it will pay off. Another nice part of the set is the external storage box on the left hand side of the vehicle. This is completely made of etched metal parts and includes all the hinges and latches. Again, the fit is excellent. Other remarkable details included in the set are the resin Notek and main lights with metal screen inserts, etched rain channels above the vision ports, side indicators, tool clips and jerry can racks on the side walls. Not to mention the hinged covers and sidewalls to create the storage bins on the inside of the front mudguards, the nice fire extinguisher and the side steering mechanisms, which also are impressive. Although I did not use the latter one. In fact, there is too much to name it all.

The five jerry cans came from the extra sprue in the Tamiya kit, I only added the typical central

10. Ready to paint. The five jerry cans came from the Tamiya kit. 11. I started painting with a base coat of NATO Black (XF-69), which will give the model a smooth base for the next layers to come. 12. Next, comes a layer of German Grey (XF-63). 13. I then loaded my airbrush with Field Blue (XF-50) and sprayed all the separate panels. 14. Keeping the Field Blue in my airbrush I added a few drops of Blue (XF-8) to the paint. 15. Adding a few drops of Medium Grey (XF-20), I spray a very thin coat on those panels that will reflect the light coming directly from above. 16. Next, I sprayed a layer of Clear (X-22) as a base for the water slide type German crosses. 17. A final coat of Vallejo Model Air Matt Varnish will give the model a nice satin gloss and due to the hardness of the paint, it will protect the under laying coats.

seam. For this I have used Aber photo-etch pieces from my spare box. Using a picture on the web of a 222, I added some stowage. The storage box on the engine compartment was made from Evergreen stock, the barbed wire is made from different thicknesses of copper wire and the bag was made using Magic Sculpt. A final check of the model and then the real fun could start: painting and weathering this lovely little vehicle.

Painting

I must say that I didn't used to pay that much attention to this final phase because I liked building more than painting. I should say, until I joined the Belgian modeling club KMK about a year ago. My

friends there showed me the importance and the joy of a well-painted model. You can pay as much attention to all the details as you wish, but in the end quality of a model will be determined by the way it is painted and weathered.

Before I start painting, I make sure to clean the model with dish soap. But as the interior on this model was already painted and weathered, I cleaned the exterior with Methanol using a brush. Methanol is a very nasty product and, well... let's just say it's not very good for your health, so I use the right personal protection and always use it outside or in a well ventilated room.

As I like to use filters and washes, I always mix some Tamiya Clear (25%) to the paint. This will



18. The finished model off its base. For creating dust, I started with a pin wash of Brown Yellow (94), followed by a lighter pin wash using Brown Bess (170). I painted the wood with Vallejo Sand, followed by a coat of thinned Burnt Umber oil paint. I let it dry for a few minutes, then wipe off most of the oil paint with a dry and clean brush to imitate the grain in the wood. 19. The front bumper with tow cable installed. 20. The right front fender. I used Archer Dry Decals for the division and tactical markings. 21. The right rear fender area. I wanted to depict a heavily used vehicle, full of scratches and chipped paint, but of course, in only the appropriate and logical places. Using black and Brown Bess and by varying the amounts, one can mix the different colors for the chipping. 22. The additional

result in a smooth, satin surface that is ideal for applying filters and washes. I always use Tamiya acrylics for spray painting and dilute my paint about 30% paint to 70% thinner. You can use the genuine thinner, but you can also buy isopropyl alcohol, which costs about 10% of the price of Tamiya thinner. My compressor is set at max. 0.5 Bar and I always spray very thin layers of paint. Spraying four to five thin layers will give a better result than one heavy layer, and the details will stay sharp.

First, I sprayed the underside of the vehicle with a thin layer of Earth (XF-52) to which a few drops of Black was added, to avoid any possible overspray on the already painted model. This will serve as a nice base to apply the pigments later on.

As I mentioned above I want to paint my model in German Grey. When you look at original color pictures, you will notice that it is not just grey, but there is a blue shine over it. That's the color I am looking for. So I start with grey and add more and more blue to the grey as I get on with the painting steps.

I started painting with a base coat of NATO Black (XF-69), which will give the model a smooth base for the next layers to come, and to avoid any differences in color that will shine through due to the different materials used in the model.

Next, came a layer of German Grey (XF-63). I spray a light coat over the whole model, making sure that the black will shine through a little bit on all the edges of the panels. This will be the first step to give the model some depth without the use of dark washes.

I then loaded my airbrush with Field Blue (XF-50) and sprayed all the separate panels. I started in the middle and worked towards the outside, but stayed alert to not completely cover the previous layer of Grey. The idea is to finish with a panel, which is dark on the outer edges and light towards the center.

Keeping the Field Blue in my airbrush I added a few drops of Blue (XF-8) to the paint. Again, I began

painting in the middle, but this time covering a smaller area of the panel.

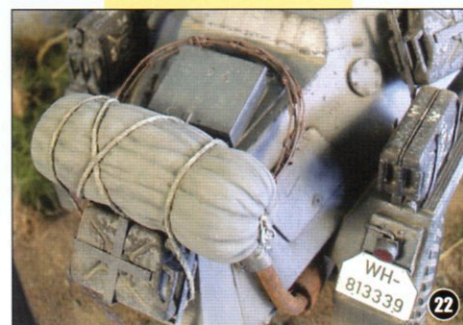
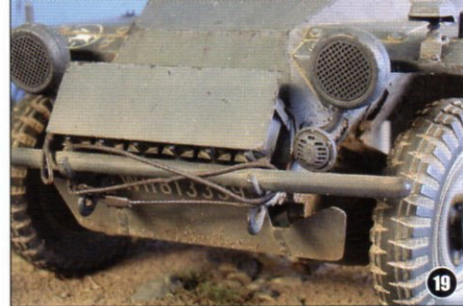
Adding a few drops of Medium Grey (XF-20) and only spraying a very thin coat on those panels that will reflect the light coming directly from above is next. This color was also used to spray vertical rain marks on the sides of the vehicle. This will help to break up the monotone color on this grey vehicle.

Next, I sprayed a layer of Clear (X-22) as a base for the water slide type German crosses. After adding the decals (using Micro Set and Sol) and allowing two hours drying time, another coat of clear was sprayed, this time only on top of the decals. A final coat of Vallejo Model Air Matt Varnish will give the model a nice satin gloss and due to the hardness of the paint, it will protect the underlaying coats. I now put away the model for the night, not forgetting to clean my airbrush! I used Archer Dry Decals for the division and tactical markings.

As a first step in the weathering process, I apply several filters to the surface to give it that worn look, but a filter can also be used to change the color of the model (or, only a part of it) slightly, acting like a colored lense on a camera. I use Humbrol paint with White Spirit as thinner, but you can also use their thinner. A filter is nothing more or less than heavily thinned paint (actually it's more like a colored thinner) that you add to the surface with a moistened (not wet, or it will act like a wash) wide brush, covering the whole model. It's not necessary to apply it precisely and it will take no more than 30 seconds to cover the whole model. Wait for about three hours to apply the next filter, otherwise the next filter will dissolve the previous one.

For this model, I used several filters made out of the following Humbrol colors: Blue (25), Orange (82), Mid Stone (84) and Khaki Drill (72). When the last filter was applied, I let the model dry for the night, before starting with the pin washes.

Again, I use Humbrol paints for the pin washes.

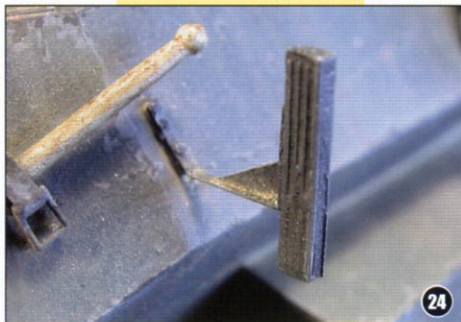


It's important to work on only small areas. Wet the area with some thinner, the wash will flow much easier around the details without getting the wash get soaked in in the area around it. My method is to take a small amount of paint from the bottom of the jar and put it on a piece of glass and add the thinner (20% paint/80% thinner). Taking a little bit of this thinned paint and using a small brush (I use a 000 brush from the Winsor & Newton series 7) I hold the tip of the brush against the edge of the detail. The paint will flow around it without touching the rest of the surface. I started with a mix of Black and Brown Bess (170) for all the details and seams. By varying the amounts of these two paints, one can mix the different colors for the scratches. Now I had to decide if and where I wanted to have dust, which had collected around details like bolt heads and seams. For creating dust, I started with a pin wash of Brown Yellow (94), followed by a lighter pin wash using Brown Bess (170).

I wanted to depict a heavily used vehicle, full of scratches and chipped paint, but of course, in only the appropriate and logical places. It is important to check your references how and where the paint on a particular vehicle would come off easily.



23



24



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Small, shallow scratches will show as a lighter color against the base color. Deep scratches and chipped paint will show the bare metal. This is a very dark brown, almost black color. Never use silver! I started by mixing a lighter color than the base color, and add some scratches and scuff marks, but be aware, it can easily be overdone. Normally, I work on the scratches for 15 minutes and then take a break, just to avoid applying too many scratches. The same story goes for the paint chips. Using black and Brown Bess and by varying the amounts, one can mix the different colors for the chipping.

Remember, there is no fixed sequence when it comes to the weathering. If you're not happy with the result, you can always go back and forward between these steps.

I painted all the details at this time. The metal of the shovel was first painted black and then received a little drybrush with Humbrol Polished steel. I finished it off with different shades of pigment, applied on a wet surface. I painted the wood with Vallejo Sand, followed by a coat of thinned Burnt Umber oil paint. I let it dry for a few minutes, then wipe off most of the oil paint with a dry and clean brush to imitate the grain in the wood. The gun barrel first



27

storage added to the rear hull. 23. The completed left side stowage box. I applied pigments with a soft brush only to the lower hull and the tires, and fixed them with some thinner. 24. The beautifully rendered semaphore turn signal. 25, 26. The completed turret. The gun barrel first received a coat of Black, to which some gunmetal was added. After drying, it was drybrushed with Humbrol Polished Steel. 27. I used a figure from Dragon, substituting a Hornet head. Flesh tones were painted with Humbrol, while I used Vallejo Model Color for the uniform. The base is foam on small wooden base plate. The groundwork was formed with a thin coat of Polyfilla, fine sand, small pieces of rock and cat litter to create the road. The grass is from Heki and the bushes and tree are just roots out of the garden.

received a coat of Black, to which some gunmetal was added. After drying, it was drybrushed with Humbrol Polished Steel. All the other small details were painted and then came the final weathering step: pigments. I love the MIG pigments because they have a very fine structure and there really are some very nice colors available in this range. I apply them sparingly because the color is very strong. I applied the pigments with a soft brush only to the lower hull and the tires, and fixed them with some thinner: just hold your soaked brush against the edge of the surface and it will flow all over the treated surface. Don't worry about the darkened color; it will lighten up after a drying overnight.


Figure

I used a standard figure from Dragon and only substituted the head with one of those lovely Hornet heads. These seem to be the standard these days. The head and hands were painted with Humbrol while I used Vallejo Model Color for the uniform. The figure fits perfectly in the turret and gives the model more life and it's a good reference for the dimensions of the vehicle.

Base

I like to put my models on a simple base because of the presentation. I took a piece of foam, cut it to the appropriate size and glued it on a small wooden base plate. The upper side received a thin coat of Polyfilla, which was then covered with fine sand, small pieces of rock and cat litter to create the road. Before drying, the vehicle was placed on top of it to make the tyre markings. The next day I glued the Heki grass, bushes and tree, which is just roots out of the garden, and the rest of the vegetation. Then I airbrushed the whole base with different earth and grass colors (again using Tamiya acrylics and pigments). A nice nameplate finished it off.

Conclusion

This re-release of the 30-year old Tamiya kit does show its age, but with the two update sets from Royal Models you can turn this model into a real gem. For me, it was the first time using Royal Model products, but it sure won't be the last. I would say: Royal Model rules! 

—Hugo Luyten

MMiR RECCE

Tamiya Sd.Kfz. 222 Leichter Panzerspähwagen 4x4. Kit number 35270.

Royal Models Sd.Kfz.222 (Part 1). Kit number 325. Kit graciously provided by the manufacturer.

Royal Models Sd.Kfz.222 (Part 2). Kit number 326. Kit graciously provided by the manufacturer.

Aber Jerry Cans. Kit number PE35A70

Dragon German Sturmartillerie Crew. Kit number 6029.

Hornet Heads with German Sidecaps. Kit number HGH05.

References

German Light Reconnaissance Vehicles by Horst Scheibert. ISBN 0-88740-522-3

www.lexikon-der-wehrmacht.de

Thank you to all my friends at the KMK modeling club for the good times we have every Friday evening at our club home, enjoying modeling over a glass of beer and for all the tips and advice I receive from them.

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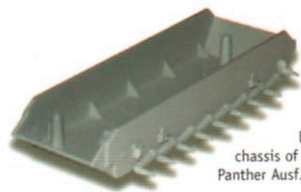
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Some of the figures and accessories
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